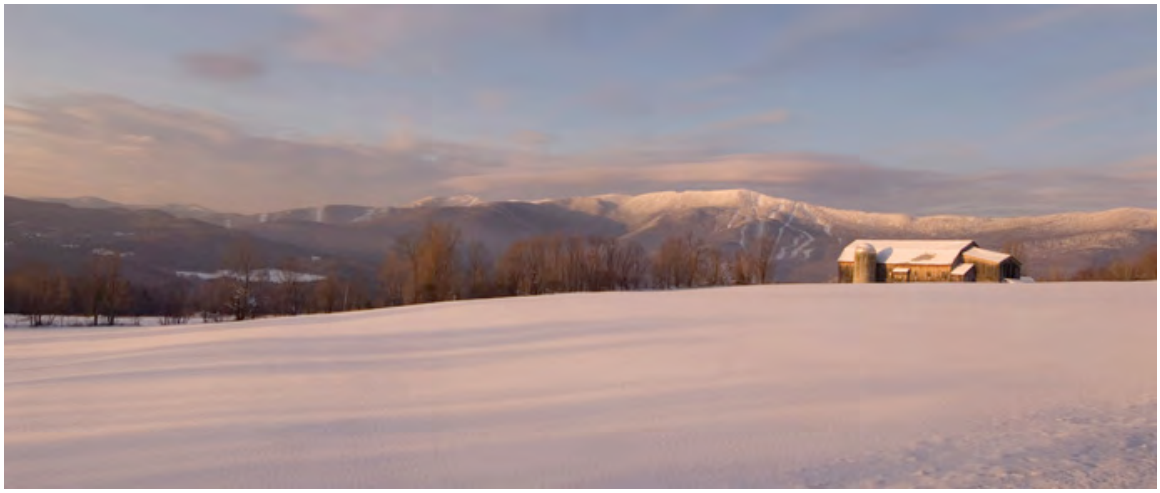
2008 Fayston Town Plan



Prepared by the Fayston Planning Commission

Fayston, Vermont

October 13, 2008

2008 Fayston Town Plan

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October 13, 2008

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1. Introduction

1.1. INTRODUCTION

The 2008 Fayston Town Plan marks an extensive update of the Town's official planning and policy guidance document, which was last adopted in 2002. This new Town Plan is intended to reflect the changes, opportunities and challenges that have occurred since the adoption of the 2002 Town Plan, set goals for the Town's future, and provide guidance and set policies for its future.

The authority and requirement to adopt and implement the Town Plan comes from the Vermont Planning and Development Act, 24 VSA, Chapter 117, which intends to:

- Encourage responsible use and careful stewardship of natural resources, rural character, and cultural heritage;
- Maintain, preserve, and enhance natural features and environmental quality for the benefit of future generations;
- Accommodate a reasonable rate of population growth that does not overburden town services and facilities, or adversely affect the town's rural character;
- Support businesses and industries that are compatible with and complementary to Fayston's rural character and high quality of life;
- Promote the development of a wide variety of housing types to meet the needs of residents;
- Guide development in a manner which preserves important community resources, while encouraging a range of land uses in appropriate locations: and
- Maintain a reasonable balance between community-imposed limitations on land use and the rights of individual landowners.

1.2. PURPOSE OF THE TOWN PLAN

The Town Plan has several purposes. It sets the short- and long-range goals that guide planning, budgeting, and policy decisions made by local boards and officials, including the capital budget and changes to its bylaws. It guides local decision making in the subdivision and site plan review process. It is also an important guidance document for Act 250 proceedings, as Act 250 requires applicants to demonstrate conformance with the adopted Town Plan. It also establishes policies for the Town's interactions with neighboring towns and other levels of government.

The Town Plan is also used by public and private agencies, such as the Vermont Land Trust, the Vermont Agency of Transportation, the Department of Housing and Community Affairs, and the Department of Fish and Wildlife, when making decisions to fund conservation, planning and infrastructure projects. It is thus extremely important to revise and re-adopt the Town Plan at

least every five years, to ensure the Town's current conditions and best interests are considered when decisions are made.

1.3. 2006 FAYSTON TOWN SURVEY

Much of the information that is presented in this Town Plan is based on the results of the 2006 Fayston Town Survey, which was completed by 284 households: 145 from full-time residents, 120 from part-time residents, 16 from those who own property in Fayston but that do not spend any time here, and 3 whose status was unknown. Based on the number of occupied housing units in Fayston, this indicates that response rates were 31% for full-time residents and 29% for part-time residents (see Table 1). These samples sizes are high and provide a high degree of confidence that the results are fair representations of the opinions of all of the town full-time and part-time residents.[1] (For additional information on the town survey, see the "2006 Town Survey Results" report, Fayston Planning Commission, April 2007.)

Table 1-1: Fayston Town Survey Response Rates

	Survey Responses	Households	Response Rate
Full-Time Resident	145	472	31%
Part-Time Resident	120	416	29%
Own Property	16		
Unknown	3		
Total	284	888	

1.4. SUCCESSES, CHALLENGES, AND OPPORTUNITIES

The 2006 Town Survey reveals that Fayston residents have fairly strong opinions on most issues, and that importantly, there are very high levels of agreement on most issues. The opinions of full-time residents are very similar to those of part-time residents, and the opinions of long-time residents are very similar to those of newer residents.

Residents believe that the town's greatest assets are its rural character, scenic beauty, natural resources, and recreational opportunities, and that these assets should be preserved. While many are concerned about the impacts of development, a large majority (85%) believe that growth that is consistent with the town's character should be accommodated. Within this context, a very large majority believes that Fayston should reasonably restrict how development should occur, its important features and natural resources should be preserved, and development should be restricted from sensitive areas.

[1] In terms of sampling statistics, for all residents combined, the sample size is sufficient to be 95% certain that preferences stated by the survey respondents are within 5% of what the results would have been if 100% of residents had returned surveys. In other words, in the case where 70% of households stated that recreation is very important, it is 95% certain that 65% to 75% of all Fayston households consider recreation to be very important.

For the most part, the Town has been able to maintain its character while accommodating reasonable growth. However, Fayston continues to be one of the fastest growing towns in Washington County and Vermont. Moving forward, the Town is challenged with how to best maintain its character as growth continues to occur.

1.5. PLAN AND FORMAT

The 2008 Town Plan consists of an extensive update of the previous plan that is intended to reflect the desires of the Fayston's residents, both permanent and part-time. The plan consists of nine chapters that provide a significant amount of new information that intends to help public and private officials make well-informed policy decisions and to outline a vision for Fayston's future. These chapters include:

2. History
3. Natural Resources
4. Population and Employment
5. Land Use
6. Housing
7. Transportation
8. Community Facilities
9. Recreation

Each chapter also provides Goals and Objectives that outline the steps to be taken to achieve the vision of the Town Plan.

2 History and Historic Resources

2.1 INTRODUCTION:

More than any other single factor, Fayston's rugged terrain has shaped its history. Reputed to have the highest average elevation of any town in Vermont, the high lateral ridge along the western border of the Town is a significant barrier that directed the Town's growth down towards the Mad River Valley towns of Moretown and Waitsfield. Today Fayston is essentially a rural residential community, and the reliance on Waitsfield as Fayston's service center is even more significant.

This chapter presents an overview of Fayston's history--its settlement, development and growth over time and the character of the Town today--and the Town's historic and archaeological resources.

2.2 HISTORY OF FAYSTON

2.2.1 Charter and Settlement

Fayston was chartered in 1782 when Thomas Chittenden was the Governor of the Independent Republic of Vermont. The Town was named for Joseph Fay, the first Secretary of the Council of Safety of Vermont. Fay was a member of the Fay family of Bennington. The Fays operated the Catamount Tavern in Bennington, a popular gathering place for the Green Mountain Boys and a meeting place for the Council of Safety.

Fayston was among the many Vermont towns chartered in the late 18th Century that were sold to proprietors, most of whom were land speculators. At the time, these land speculators were heralded as patriots, helping to defend the independent republic by raising money to support its government, pay its soldiers and defend its frontiers--most notably Lake Champlain, which was

The 1897 Landslide

Slide Brook's name commemorates a major landslide on the east side of Lincoln Mountain. There had been other slides on this slope, but the one that rumbled down this uninhabited section of Fayston on July 14, 1897 is the one people remember. In an address at the Town's Centennial celebration the following year, this account of the event was given:

'After a copious shower which lasted the whole night and most of the early morning, a heavy, roaring sound was heard for a long distance and for a long time. Those living near "Slide Off Brook" soon saw a tremendous mass of floating trees, rocks and mud coming down the stream. It cleared a wide channel in its course as it went on its way with a resistless current. Before the summer was over thousands of people from all about the country had visited its wonderful course.'

-Fayston Historic Sites and Homes Tour

threatened by the British. Within 20 years, much of the State's land became vested in a handful of landowners through tax sales, swapping and some purchases.

2.2.2 19th Century Mills and Farms

The settlement of Fayston began in 1798. In that year, Lynde Wait cleared land and "rolled up" a log house on Bragg Hill. The land he settled became the Vasseur farm, which was the Town's last remaining dairy farm when it stopped operations in 1987.

> ***Lumbering in Fayston***
>
> *In former times when a lumber company harvested an area, they set up a logging camp consisting of at least a cookhouse and a bunkhouse. The tract was then clear-cut. Each time they moved to a new location, a new camp had to be re-established. Merlin Ward once quipped that the hills and mountains in Fayston were so rugged that when a camp was moved, even the bed bugs had to get off the wagons and walk.*
>
> *-Fayston Historic Sites and Homes Tour*

While Fayston never developed a mill village like those in Waitsfield and Warren, there were large lumbering operations and a number of sawmills along Shepard and Mill Brooks. The first mill in Fayston was built by Joseph Marble on Shepard Brook around 1816. Two mills and a tannery were built on the Mill Brook near the present-day Route 17 Bridge. A large lumber mill was located behind what is now the Base Box at Mad River Glen, owned by the Billings family and established sometime around 1870.

2.2.3 Early Government and Education

The government of the Town of Fayston was organized in 1805. Its major task was to establish, and provide schooling for increasing numbers of the settler's children. Fayston's schooling has had an interesting history of its own, described by Reba Hall in the *Fayston Historic Sites and Homes Tour*:

> *Between the arrival of the first settler, Lynde Wait, in 1798 and the 1800 census four more pioneers with their families had arrived, increasing the inhabitants to eighteen. It is uncertain how many people were in the Town when it was organized August 6, 1805. We do know that between the 1800 and 1810 census twenty-two more families had arrived swelling the population count to 149 (only nine less than the 158 inhabitants left in Fayston at the time of the 1960 census and some of the increase was due to the beginning of development in North Fayston).*
>
> *In 1809 the Town voted that the Town be organized as one school. Apparently some questions arose as plans began to be made to build a schoolhouse. Just prior to the warning that was issued to meet to vote for the school, it was voted to divide the Town into two districts, the second district to be all the area North of Shepard brook and to be known as the North School District. This action left it*

> *open to issue a warning to the inhabitants of the First School District to proceed with plans to build the first school-house.*

The Town's first schoolhouse opened in 1812, at a cost of $159.75, and had 25 students from the ten families living in Town. By 1844, when the Town's population was about 650, the Town had ten school districts and educated 263 pupils. According to the Fayston Historical Society, in 1844 the Number 4 School in North Fayston had 22 students, Number 2 in North Fayston had 69, and Number 9 in South Fayston had 52. The remaining students were educated in homes, and a few attended schools in Waitsfield. Mrs. Hall's history continues:

> *By the time of the 1830 Census the population had exploded (458 inhabitants). In the meantime the North School District was divided, with a little west of what is now Dunbar Hill Road becoming District #2 and that to the east becoming District #4; the boundaries of the latter were shifted around considerably. No evidence has been found that there was ever a school-house in this area until this building was erected. We do have a bank recording the last Tuesday of March, 1869 and carrying it through to 1893 when the State mandated that all district school systems administered by the inhabitants of the district become a part of a single town system, administered by the town. Many of the district school buildings continued to be used under the same district number but were phased out as population declined.*

Apparently, the Town continued teaching in the various District schoolhouses until all the students could be absorbed into two schools. Students in South Fayston went to District 9 School, now the Burley Partnership offices, and students in North Fayston went to District 4 School. District 4 School was closed in the 1950s, and all students went to the District 9 School until the current elementary school was built in 1963.

2.2.4 Decline of Agriculture

Fayston's settlement and subsequent decline in the 19th Century generally reflects the rise and fall of Vermont agriculture during the same period. Industry was limited to lumbering and a very small amount of talc mining; farming was the major economic activity. Most of Fayston was unsuitable for anything but subsistence farming, due to thin soil and steep hillsides. As land west of the Mississippi was opened up for settlement, families left the area for new opportunities.

This rise and decline is clear from Fayston's population changes. As described in more detail in Chapter 4, Fayston had no residents in the first U.S. Census of 1791. The population rose to 18 in 1800, and then grew rapidly to 800 in 1860. After that it began to decline sharply, and at a more rapid rate than the Valley as a whole. While the other Valley town's of Warren and Waitsfield had land suitable for larger dairy operations and thriving mill villages, Fayston's rugged terrain made other farming and industry difficult, and its population declined. By 1960, there were less than 200 residents remaining in Fayston.

2.2.5 The Ski Industry Arrives

Fayston's population and farming economy continued to decline until just after World War II, when the land that had long since ceased to sustain agriculture began to seem ideally suited for winter recreation. Roland Palmedo, one of the founders of Mt. Mansfield Ski Area (now Stowe) decided Fayston's Stark Mountain was ideally suited for a second major Vermont ski resort. Mad River Glen and its famous Single Chair lift began operating in 1949, and Fayston's position as a winter recreation community was established. Mad River Glen celebrated its 50th anniversary in 1999.

In 1962, the Glen Ellen ski area was established on Mount Ellen, another of Fayston's major peaks. Glen Ellen was sold to Sugarbush in 1979. The two base areas at Sugarbush, Lincoln Peak and Mt. Ellen, were connected by the opening of Slide Brook Express during the 1995-96 season. This allows skiers to have easy access to both areas and the facilities at Lincoln Peak.

With two major ski areas operating in Fayston, new residents were attracted to Fayston. From fewer than 200 residents in 1960, the town now has nearly 1,200 full-time residents and approximately 1,000 part-time residents (who own second home here).

Mad River Glen Becomes a Coop. *In 1995, Mad River Glen became a cooperative owned by nearly 2000 skiers. Mad River Glen is the only cooperative skier-owned mountain in America.*

2.3 HISTORIC AND ARCHAEOLOGICAL RESOURCES

2.3.1 Historic Structures Inventory

In 1971, the State of Vermont Division for Historic Preservation began an inventory of all historic structures and buildings in the Town of Fayston. The survey work was largely completed in 1978 and 1979. The inventory lists all structures and buildings in the Town that are eligible for listing on the National Register of Historic Places. The survey lists 39 buildings and structures that were eligible for listing on the National

*The **National Register of Historic Places** is the Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect our historic and archeological resources. Properties listed on the Register include districts, sites, buildings, structures and objects that are significant in American history, architecture, archeology, engineering and culture.*

Register of Historic Places in 1979. More have since become eligible, including the base area buildings and single chair lift at Mad River Glen. This survey was undertaken by the Mad River Valley Rural Resource Commission.

2.3.2 McLaughlin/Knoll Farm Historic District

Fayston's only property listed on the National Register of Historic Places, the McLaughlin/Knoll Farm Historic District, also has the distinction of being the first property in Fayston conserved through an easement donation to the Vermont Land Trust. In 1999, the National Park Service featured Knoll Farm on a special historic travel itinerary showcasing Central Vermont's National Register properties.

2.3.3 Historic Town and School Buildings

Fayston is fortunate to have three original school house building's and its original Town Clerk's office still standing. The historic high school building where Fayston students once attended high school is still intact in Waitsfield.

- School Number 4, on North Fayston Road near the intersection with Randall Road, was built in 1860. This school building hosted Town Meeting for many years, even after all schooling was consolidated in the south district, and was only sold by the Town in the late 1960s. Number 4 has been renovated, and is now a private home.

- School Number 9, on Route 17 near the Number Nine Hill Road, was also built in 1860. Originally built on the opposite side of the road and later moved to its present location, this building was in active use as a school until the elementary school was built in 1963. Number 9 was renovated, and is now the architectural offices of the Burley Partnership.

- A third former schoolhouse stands at the intersection of Sharpshooter and North Fayston Roads; it too has been renovated, and is now a private home.

- Near School Number 4 is the building that housed the Town Clerk's Office during Mable Henry's tenure as Town Clerk. It too has been renovated, and is also a private home.

2.4 PRESERVING FAYSTON'S HISTORY

The drastic de-population of Fayston between 1860 and 1960 resulted in the loss of many historic barns, logging camps, and farmhouses through abandonment and disrepair. The many 19th century farmhouse cellar holes and other remnants are all that is left to attest to the Town's early settlement. As a result, preserving the Town's early history requires attention to planning for preservation of historic structures and archaeological sites. One site of historical interest in Fayston harbors a working relic from the early days of the ski industry. Mad River Glen maintains and operates the last remaining single chair lift in the lower 48 States.

2.4.1 Preservation Planning in Fayston

Efforts by public agencies and the Fayston Historical Society all help to preserve Fayston's history. The groups most active in preservation planning are described below.

2.4.1.1 Mad River Valley Rural Resource Commission

Preservation planning and the nominating of eligible properties to the National Register is the responsibility of the Mad River Valley Rural Resource Commission [MRVRRC]. The MRVRRC was designated a "Certified Local Government" (CLG) by the Vermont Division for Historic Preservation, which gives it standing to apply for federal preservation planning funds through the National Parks Service.

The MRVRRC's nine representatives come from Fayston, Warren and Waitsfield and are appointed by the Mad River Valley Planning District Steering Committee. In addition to preservation planning and education projects, the MRVRRC works with interested owners of National Register eligible properties to secure CLG grant funds to complete the nomination process. To date, the Rural Resource Commission has helped list four districts and two individual properties on the National Register, including the Knoll Farm in Fayston.

The MRVRRC and Mad River Glen's cooperative board have been discussing the potential to nominate Mad River Glen to the National Register of Historic Places. If this nomination is eventually obtained, Mad River Glen would be the first and only ski area on the National Register of Historic Places. Recognizing the unique and distinctive history of Mad River Glen and its operations could encourage future preservation of the ski area's facilities.

2.4.1.2 Fayston Historical Society

The Fayston Historical Society's mission is to collect, research and preserve Fayston history. The membership is comprised mainly of Fayston residents. The Society has a board with elected officers. Membership varies between 60 and 70 members each year. The Fayston Historical Society is a member of the Vermont Historical Society and the Vermont Museum and Gallery Alliance. The Society currently houses historical displays in the meeting room of the Town Hall, and in the meeting room adjacent to the Town Clerk's office. New members are always welcome; for information on membership contact Nicolle Migneault at 496-2083.

2.4.1.3 Town of Fayston

The Town can continue to have an active role in celebrating and preserving Fayston's cultural heritage and history. The Town hosted Centennial and Bicentennial celebrations in 1898 and 1998, respectively, at the Vasseur Farm on Bragg Hill. The Bicentennial was an exceptional success in bringing together new and old residents of Fayston to honor the Town's history. The collection of historic photos and artifacts at Town Hall is an important resource for residents and visitors alike.

2.4.2 Incentives and Regulations for Historic Preservation

The Town of Fayston does not have any regulations in place governing the use, repair or demolition of any historic structures or archaeological resources, such as cellar holes and foundations. Listing on the National Register of Historic Places does not impose any restrictions on the use, repair or demolition of any building or structure, unless the owner chooses to take advantage of the Historic Preservation Tax Credit program.

The Town may wish to consider creating incentives for the preservation of historic and archaeological resources. Some options may include participation in a Valley barn restoration fund, providing guidelines for protecting features such as stonewalls and cellar holes when land is subdivided or developed. Continued Town support for events like the Bicentennial also helps educate residents on Fayston's rich history.

***McLaughlin High-drive Barn**, circa 1930, located on Bragg Hill in Fayston. Now known as the Knoll Farm, it is an active part of the McLaughlin/Knoll Farm Historic District.*

2.5 HISTORY GOALS AND OBJECTIVES

Goal 2.1: Preserve Fayston's historical artifacts and related stories.

Objectives:

1. Increase understanding and awareness of Fayston's historic settlement patterns and development.
2. Protect and preserve historic buildings, structures and archaeological sites significant to Fayston's history.

Implementation Strategies

a. Support the Fayston Historical Society's efforts to preserve and promote awareness of the Town's history.
b. Continue Town support for events such as the Bicentennial that celebrate the Town's history.
c. Support the efforts of the Mad River Valley Rural Resource Commission to continue efforts related to historic preservation planning and education in Fayston and the Valley.
d. Explore the potential to encourage protection of historic and archaeological resources through the site plan and subdivision review process.

e. Support the efforts of the Rural Resource Commission to nominate eligible structures, buildings and districts to the National Register of Historic Places.
f. Encourage Mad River Glen to explore listing its property as a District on the National Register of Historic Places.
g. Develop a map showing National Register sites, and other historic and archaeological sites.
h. Encourage Fayston's appropriate municipal panels to protect historical structures during their deliberations.

3 Natural Resources

3.1 INTRODUCTION

Fayston residents place a high value on natural resources and the myriad of benefits that they provide. In the 2006 Town Survey 70 to 90 percent of full time resident respondents, and 68 to 95 percent part-time resident respondents stated that it is very important to preserve rural character, ridgelines, open fields, wildlife habitat, corridors, water quality and wetlands. Very large majorities of respondents believe that development should be restricted from wildlife habitat. The strongest feelings were to restrict development from wildlife habitat (93 percent), wetlands (83 percent), and wildlife corridors (86 percent). Yet only 49 percent of full time resident respondents and 33 percent of part time resident respondents believe that the rate of growth is too rapid. However, 53 percent of full time residents and 51 percent of part time residents believe Fayston ought to work to slow the rate of growth.

With strong political will to control growth patterns in order to preserve natural resources and only a slight majority in support of slowing the rate of growth, Fayston is challenged with the task of guiding development patterns and practices in a direction that will allow for a reasonable growth rate while also sustaining natural resources, particularly wildlife habitat. To meet this challenge the town must establish a sound understanding of its various natural resources, values, and sensitivities. This chapter provides a brief discussion of Fayston's natural resources, establishes natural resource goals that reflect the sentiment of Fayston residents, and lists strategies for achieving those goals.

3.2 CLIMATE

Climate is the average weather conditions for an area over a period of time. The average annual temperature in Vermont for the period between 1971 and 2000 was 42.9 ºF, the average annual precipitation was 42.7 inches, and the prevailing wind direction was from the West. Fayston's climate is strongly influenced by the Green Mountains and therefore varies from Vermont averages. In general, average temperature and length of the growing season decrease and average precipitation and average wind velocities increase with elevation. Summer temperatures along the ridgelines of the Green Mountains are commonly 20 ºF cooler than in the Champlain Valley and the average annual precipitation on the ridgelines of the Green Mountains is 72.0 inches.

Table 3-1 Vermont Average Seasonal Climate Statistics

	Winter	Spring	Summer	Fall
Average Seasonal Temperatures (^{o}F)	19.4	41.5	65.1	45.7
Average Seasonal Precipitation (inches)	2.8	3.4	4.2	3.8

Source: NOAA, U.S. Climate Normals, Historical Climatography Series 4-3.

In recent decades, there has been increased awareness of a change in climate that is occurring due to global warming. The burning of fossil fuels (such as coal and oil), in addition to other

activities that have increased to support our quality of life (agriculture, silviculture, and livestock), have caused concentrations of heat-trapping greenhouse gases to increase significantly in our atmosphere, causing a greenhouse effect. Greenhouse gases are necessary to life as we know it, however as the concentrations of these gases continue to increase in the atmosphere, the Earth's temperature is rising above previous levels. While a vast majority of scientists are certain that human activities are changing the composition of the atmosphere, and that increasing the concentration of greenhouse gases will change the planet's climate, it is not certain just by how much climate will change, at what rate it will change, or what the effects will be.

Climate and climate variations are important planning considerations, as climate affects ecosystems, agriculture, silviculture, transportation, public safety, economics, human health, and recreation. It is important for Fayston to recognize that climate variations will undoubtedly necessitate social change and begin to consider and plan action steps necessary to not only decrease our contribution to the problem, but also to decrease the impact to our community.

3.3 NATURAL SETTING

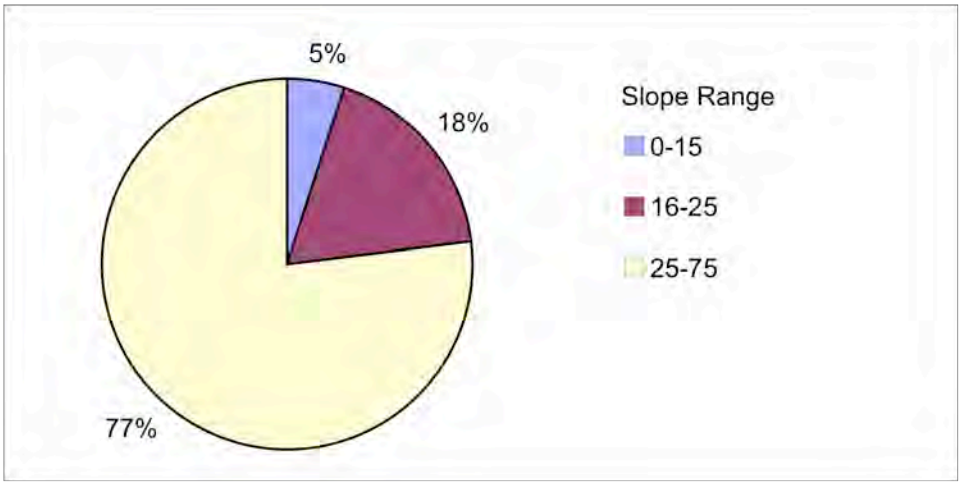
Fayston is situated on the eastern slope of the Green Mountain Range in the southwest corner of Washington County. Fayston's northern border with Duxbury runs just below the Duxbury ridge. Its western border with Huntington and Buel's Gore runs roughly along the spine of the Green Mountains. A good portion of Fayston's southern border with Warren is defined by the Lockwood Brook drainage. Its eastern border with Waitsfield is to the west and approximately parallels the toe of the eastern slopes of the Green Mountains as they meet the floor of the Mad River Valley.

Occupying 23,560 acres (36.5 square miles) Fayston comprises 26 percent of the Mad River's 91,661 acre (142 square mile) watershed. Fayston is drained primarily by Sheppard Brook in North Fayston and Mill Brook in South Fayston, two of the Mad River's largest tributaries.

Fayston's lowest elevation of 700 feet is near the north-east corner of town where the Sheppard Brook runs into Waitsfield. Its highest point of 3,780 feet is in the southwest corner of town near the peak of Warren's Mt. Ellen. In the north-west corner of town sits Burnt Rock Mountain at 3,160 feet. Fayston's interior is comprised of the Mill and Sheppard Brook basins, divided by the Center Fayston Ridgeline.

Most of the land area in Fayston is composed of steep hillsides, terraces, ridgelines and narrow valley bottoms with steep hillsides being dominant. 95 percent of Fayston's landscape has slopes greater than 15 percent (see Figure 3-1). Generally speaking, the greater the slope of an area, the less suitable it is for development. As shown in Table 3-2 and reflected in Fayston's current land use regulations, slopes greater than 15 percent are considered unsuitable for most development and septic systems, and slopes greater than 25 percent are unsuitable for all development. With such limitations, Fayston will have to work carefully to ensure that soil erosion and changes to hydrology associated with land uses such as development, forestry, agriculture, recreation and transportation does not significantly impact Fayston's ecosystems.

Figure 3-1 Fayston Slopes



Source: VT Center for Geographic Information

Table 3-2 Development Constraints Associated with Slopes

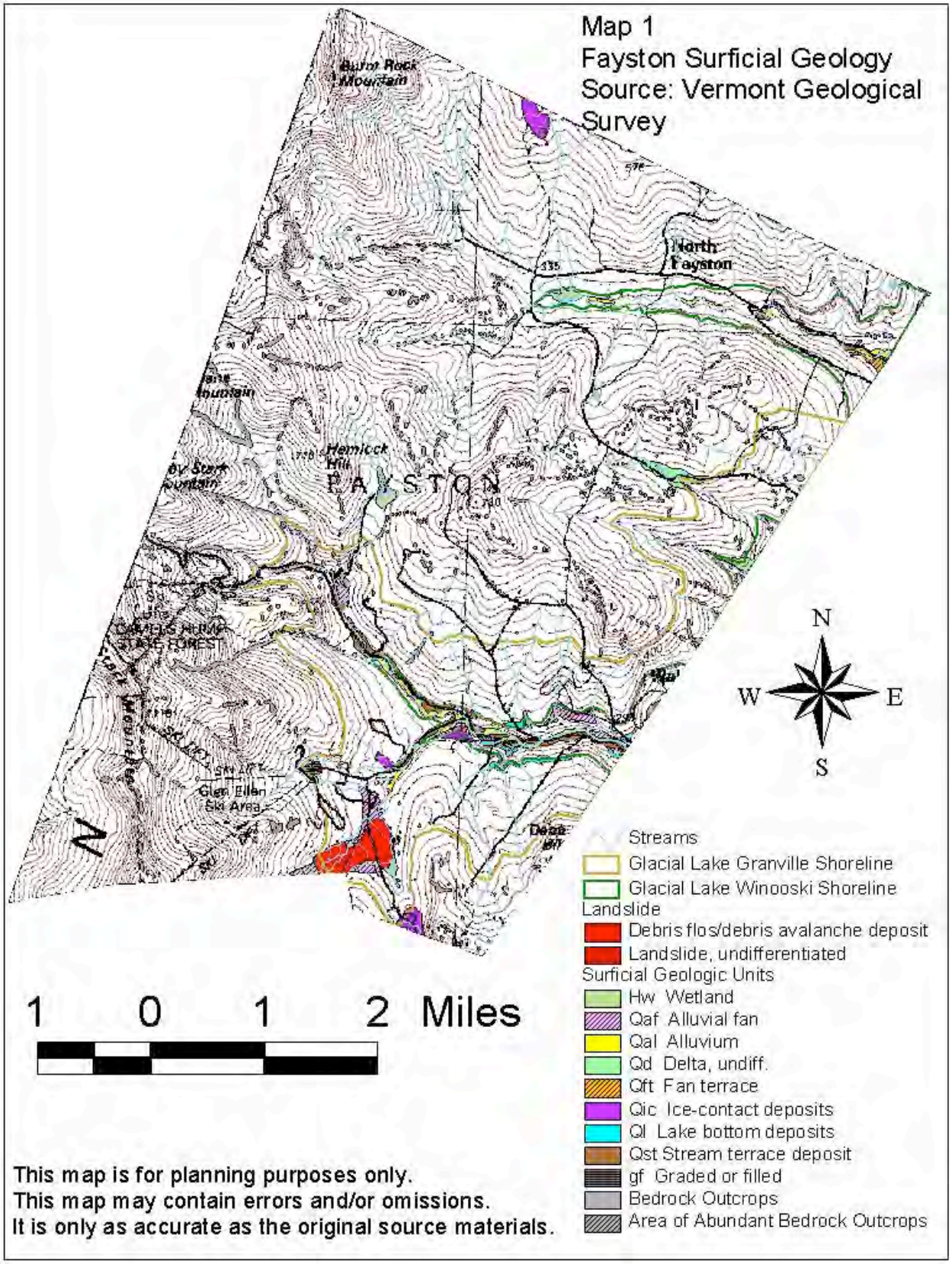
Slope	Development Suitability
0-3%	Suitable for development, may require drainage improvements
3-8%	Most desirable for development, fewest restrictions
8-15%	Suitable for low density development with consideration given to erosion control, runoff and septic design
15-25%	Unsuitable for most development and septic systems, construction costly, erosion and runoff problems likely
25%+	All construction should be avoided

3.4 GEOLOGY

Fayston's bedrock consists primarily of generally acidic metamorphic rocks including schists, phyllites, gneisses, and quartzites. Currently, there are no active mines or rock quarries in town.

Fayston's surficial geology consists primarily of thin till, which is a layer of mixed material that was laid down by glacial ice. Map1 identifies several gravel deposits of glacial origin sparsely distributed along portions of Sheppard, Mill and Slide brooks and at the top of Sharpshooter Road. Glacial lake deltas occur at the intersection of Center Fayston and Old Center Fayston roads. Glacial clays are found along a portion of the lower Sheppard brook and recent stream alluvium exists along the floodplains of the Sheppard and lower Mill brook near the Waitsfield town line.

Surficial materials can serve as a gravel resource, provide important functions such as ground water storage and recharge, filter contaminants from solid waste and septic disposal sites and indicate hazardous or sensitive areas such as unstable hill slopes, areas of historic river locations and wetlands. The town uses the ice-contact deposit at the top of Sharpshooter Road as a supply


Map 1
Fayston Surficial Geology
Source: Vermont Geological Survey
Burnt Rock Mountain
North Fayston
Hemlock Hill
FAYSTON
Glen Ellen Ski Area
N
W
E
S
1 0 1 2 Miles
Streams
Glacial Lake Granville Shoreline
Glacial Lake Winooski Shoreline
Landslide
Debris flos/debris avalanche deposit
Landslide, undifferentiated
Surficial Geologic Units
Hw Wetland
Qaf Alluvial fan
Qal Alluvium
Qd Delta, undiff.
Qft Fan terrace
Qic Ice-contact deposits
Ql Lake bottom deposits
Qst Stream terrace deposit
gf Graded or filled
Bedrock Outcrops
Area of Abundant Bedrock Outcrops
This map is for planning purposes only.
This map may contain errors and/or omissions.
It is only as accurate as the original source materials.

of gravel for infrastructure and road maintenance. This site is very valuable to the town yet it is finite, and according to the surficial geology map alternative gravel supplies are not abundant in town. Fayston should begin planning for future gravel supply and demand issues.

3.5 SOILS

One of the greatest resources of a rural community is its soil. Soil is used to treat sewage, is essential to agriculture and silviculture and is a critical component of the natural environment. It is a resource that is easily lost through the erosion process. Consideration of soil characteristics when making land use decisions will help ensure land is used as productively and sustainably as possible. Slope, drainage rate, permeability, depth to bedrock and depth to water table are the primary factors that determine the appropriate use of a particular soil. This section discusses the suitability of Fayston's soils for different land uses.

3.5.1 Soil Suitability for Development

Fayston does not have a central sewer system; rather its residents rely on on-site waste disposal systems. The suitability of a site for an on-site waste disposal system depends largely on soil characteristics. Placement of waste disposal systems in unsuitable soils can result in unsatisfactory performance, including excessively slow absorption of effluent, surfacing of effluent, and hillside seepage, and can affect public health.

After the passage of statewide environmental protection rules in 2002, new ancillary soil ratings for on-site waste disposal systems were developed (see Table 3-3). The rating of Fayston's soils is shown on Map 2. While the rating doesn't replace onsite investigation, it is useful for planning purposes. An analysis of the map reveals that thirty two percent of Fayston's soils are well suited for on-site waste disposal systems, 49 percent of Fayston's soils are marginally suited for on-site waste disposal and 17 percent of Fayston's soils would preclude satisfactory function of on-site disposal systems (Table 3-4).

Table 3-3 Ancillary Soil Ratings For Residential On-Site Waste Disposal In Vermont

Suitability	Characteristics
Well suited	Soil properties and site features that will provide for good performance and low maintenance.
Moderately well suited	One or more soil properties or site features, such as the percent slope, that make the soil less desirable than the soils rated well suited.
Marginally suited	One or more soil properties that limit the suitability of the site and overcoming those limitations requires special design, extra maintenance, or costly alteration.
Not suited	Soil properties or site features that would preclude satisfactory function of the system

Source: USDA Natural Resources Conservation Service, 2003).

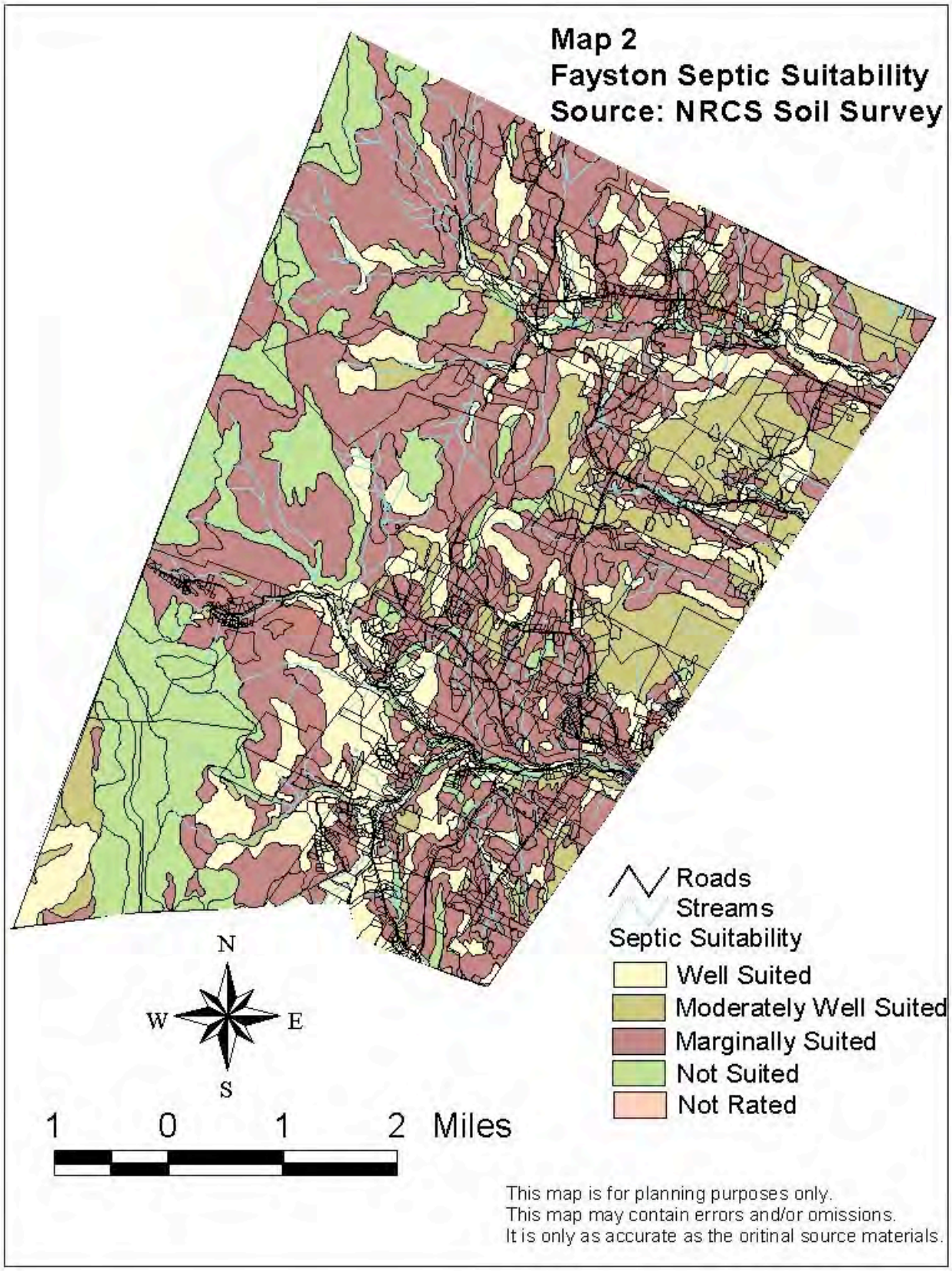

Map 2
Fayston Septic Suitability
Source: NRCS Soil Survey
Roads
Streams
Septic Suitability
Well Suited
Moderately Well Suited
Marginally Suited
Not Suited
Not Rated
N
W
E
S
1 0 1 2 Miles
This map is for planning purposes only.
This map may contain errors and/or omissions.
It is only as accurate as the oritinal source materials.

Table 3-4: Fayston Septic Suitability

Sewage Disposal Class	Acres	Percent of Land Base
Well suited	4,545	19
Moderately Suited	3,093	13
Marginally Suited	11,427	49
Not Suited	3,991	17

Source: NRCS soils data.

3.5.2 Soil Suitability for Forestry

The United States Department of Agriculture Natural Resources Conservation Service (NRCS) soil survey assigns a relative forest value to each soil unit (Forest Value Groups and Forest Soil Potential Study for Vermont Soils, United States Department of Agriculture Natural Resources Conservation Service, 2003). The relative values may be used to compare the relative profitability of growing timber on various soils, and is determined by considering: soil performance or estimated yield, cost of measures necessary to overcome soil limitations and cost of continuing limitations.

As worldwide oil resources become increasingly scarce and drive up distribution and home heating costs local timber supplies are likely to become increasingly important. As shown in Table 3-5 only nine percent of Fayston's soils have moderate to very high productivity potential. These soils are sparsely distributed throughout town and many have been fragmented by sub-division (see Map 3). Consideration of future timber supply needs ought to be considered in today's land use decisions.

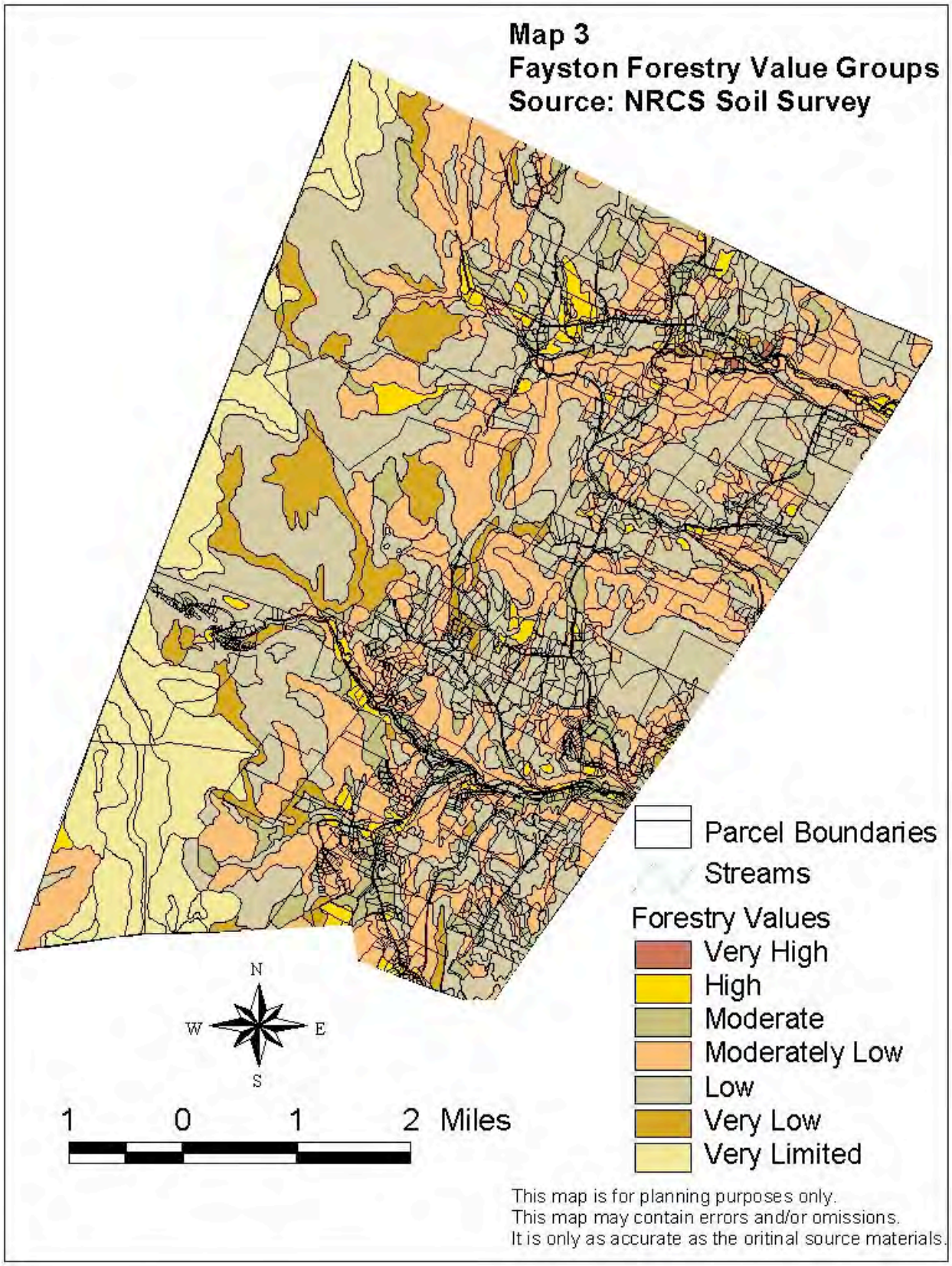
Table 3-5 Fayston Soil Productivity Potential

Forest Value Group	Productivity Potential	Acres	Total Acreage
Group 1	Very High	14	0%
Group 2	High	685	3%
Group 3	Moderate	1504	6%
Group 4	Moderately low	6862	29%
Group 5	Low	9655	41%
Group 6	Very low	1555	7%
Group 7	Very limited	2820	12%

Source: NRCS, 2003

3.5.3 Soil Suitability for Agriculture

The United States Department of Agriculture Natural Resources Conservation Service (NRCS) characterizes the most productive soils as "prime" and "statewide" agricultural soils. Prime Farmland has the qualities needed to economically produce sustained high yields of crops when treated and managed according to acceptable farming methods. Statewide soils have good potential for growing crops but also have limitations that will restrict the choice of crops and/or require more intensive management.


Map 3
Fayston Forestry Value Groups
Source: NRCS Soil Survey
Parcel Boundaries
Streams
Forestry Values
Very High
High
Moderate
Moderately Low
Low
Very Low
Very Limited
N
W
E
S
1 0 1 2 Miles
This map is for planning purposes only.
This map may contain errors and/or omissions.
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As worldwide oil resources become increasingly scarce and drive up distribution costs, locally produced agriculture will become increasingly important. The NRCS soil Survey identifies 78 acres or 0.3 percent of Fayston's soils as prime and 1,535 acres or 6.5 percent of Fayston's soils as statewide agriculture soils. Map 4 shows that these soils are clustered around the Mill and Sheppard brooks and also found in the vicinity of Bragg Hill and Center Fayston Rd. The map also shows that many of these soils have been fragmented by sub-division. Future agricultural needs ought to be considered in today's land use decisions.

3.6 WILDLIFE AND HABITAT

Fayston is home to a diversity of plants and animals including mammals, birds, invertebrates, reptiles, amphibians and fishes. This biological diversity is very important to the health of Fayston's ecosystems, which are in turn very important to the health of all species, including our own. Ironically, while biodiversity is critical to our survival, it is ultimately diminished by our increasing population. As we transform the landscape to make it compatible for increasingly dense human populations we inevitably make it less habitable for other species. Striking a balance between human land use and the conservation of healthy wildlife habitat will be a challenging and critical task for Fayston.

Fayston's Well Known Wildlife

Mammals
White-Tailed Deer, Black Bear, Moose, Bobcat, Common Gray Fox, Porcupine, Fisher, Mink, Long Tailed Weasel.

Birds
Turkey, Ruffed Grouse, Barred Owl, Black Cap Chickadee.

Amphibians
Wood Frog, American Toad, Eastern Newt.

Figure 3-2 illustrates the general impacts of land subdivision and fragmentation of large tracts of forest land on wildlife populations in northern New England. The left-hand column identifies expected species in large (3,000+ acres) tracts of undeveloped forest, while each subsequent column depicts the species likely to be extirpated as the land is subdivided into smaller parcels for scattered development. Certain species such as black bear, which require large contiguous habitat areas that also support a variety of other species, serve as indicators of the health and diversity of local wildlife populations.

Conserving wildlife habitat and biodiversity while also providing for continued development will require an informed planning effort. As a first step in this effort the town of Fayston conducted an inventory of its wildlife habitat elements (see Waitsfield and Fayston Natural Heritage Inventory 2007 for further information, and maps generated as a part of the project). These include: core forests, connecting lands, natural communities, rare and threatened species, deer wintering areas, mast stands, important bat, turtle and grassland habitats and early-succession forest and shrub habitat. A brief discussion of the habitat elements of most concern in Fayston is given below.

Core Forest habitat is an area of forested land with few or no roads or human developments. It provides a myriad of ecological functions for fish, wildlife, plants, and all the natural processes that sustain them. Many of Fayston's wildlife species such as Black Bear and Bobcat are extremely solitary and wide ranging and require large core forest areas to survive.

Other animals such as songbirds are highly susceptible to predation by animals such as raccoon and skunk and require large tracks of forest to avoid predators.

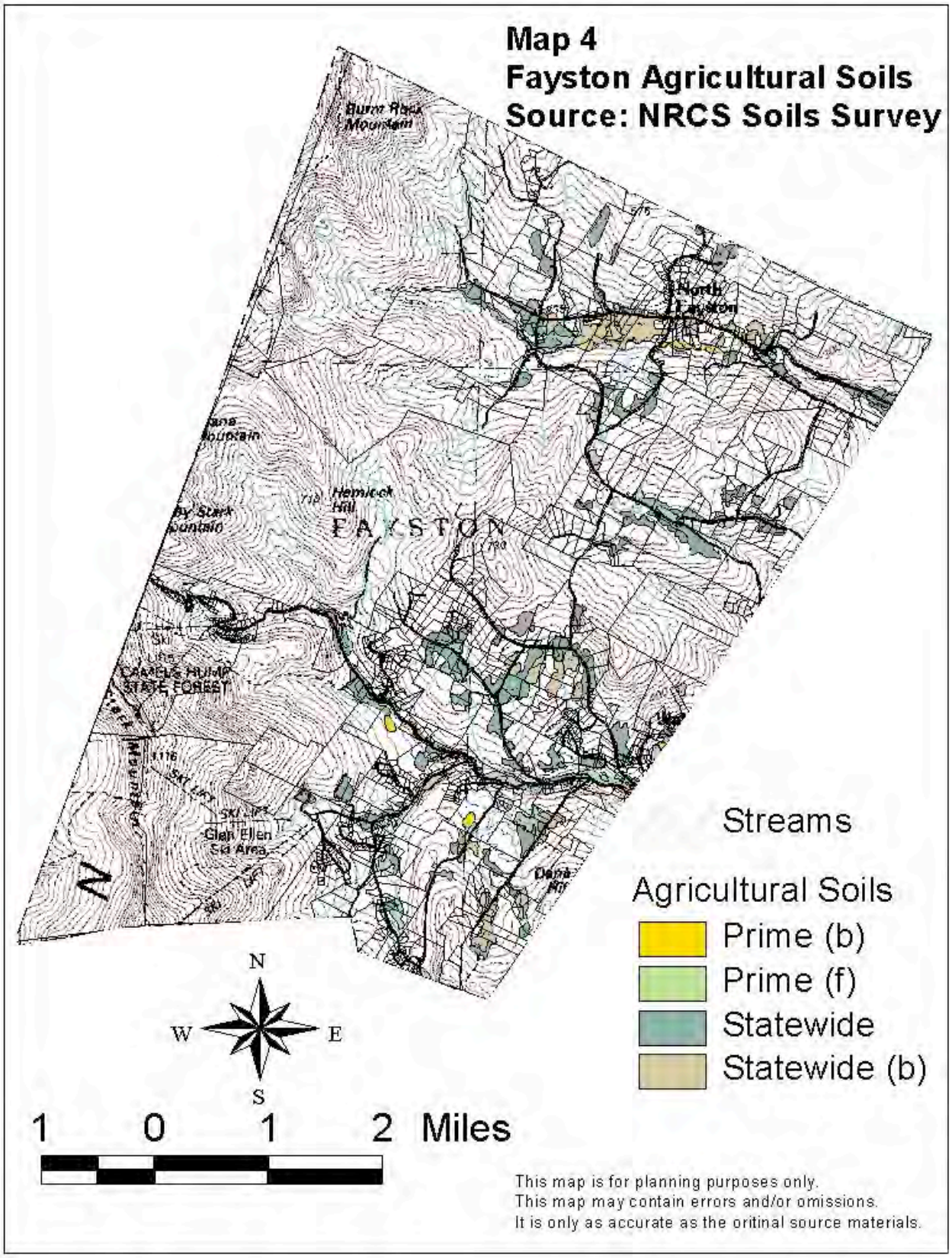
Map 4
Fayston Agricultural Soils
Source: NRCS Soils Survey
Burnt Rock Mountain
North Fayston
Hemlock Hill
FAYSTON
Glen Ellen Ski Area
Streams
Agricultural Soils
Prime (b)
Prime (f)
Statewide
Statewide (b)
N
W
E
S
1 0 1 2 Miles
This map is for planning purposes only.
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Figure 3-2: Impact of Forest Fragmentation on Wildlife Species

IMPACT OF FOREST FRAGMENTATION ON WILDLIFE SPECIES

TIER 1: Undeveloped Forest	TIER 1: 500-2,500 Acres Developed Parcels	TIER 3: 100-499 Acres Developed Parcels	TIER 3: 20-99 Acres Developed Parcels	TIER 3: 1-19 Acres Developed Parcels
Raccoon	Raccoon	Raccoon	Raccoon	Raccoon
Hare	Hare	Hare	Hare	
Coyote				
Small Rodent	Small Rodent	Small Rodent	Small Rodent	Small Rodent
Porcupine	Porcupine	Porcupine	Porcupine	
Bobcat				
Cottontail	Cottontail	Cottontail	Cottontail	Cottontail
Beaver	Beaver	Beaver	Beaver	
Black Bear				
Squirrel	Squirrel	Squirrel	Squirrel	Squirrel
Weasel	Weasel	Weasel	Weasel	
Mink	Mink	Mink		
Fisher				
Woodchuck	Woodchuck	Woodchuck	Woodchuck	
Deer	Deer	Deer		
Muskrat	Muskrat	Muskrat	Muskrat	Muskrat
Moose	Moose			
Red Fox	Red Fox	Red Fox	Red Fox	Red Fox
Songbirds	Songbirds	Songbirds	Songbirds	Songbirds
Sharp-Shinned Hawk	Sharp-Shinned Hawk	Sharp-Shinned Hawk		
Bald Eagle	Bald Eagle			
Skunk	Skunk	Skunk	Skunk	Skunk
Cooper's Hawk	Cooper's Hawk	Cooper's Hawk		
Harrier	Harrier	Harrier		
Broad Winged Hawk	Broad Winged Hawk	Broad Winged Hawk		
Goshawk	Goshawk			
Kestrel	Kestrel	Kestrel		
Red-Tail Hawk	Red-Tail Hawk			
Horned Owl	Horned Owl	Horned Owl		
Raven	Raven			
Barred Owl	Barred Owl	Barred Owl		
Osprey	Osprey	Osprey		
Turkey Vulture	Turkey Vulture	Turkey Vulture		
Reptiles	Reptiles	Reptiles	Most Reptiles	Most Reptiles
Garter Snake	Garter Snake	Garter Snake	Garter Snake	
Ring-Neck Snake	Ring-Neck Snake	Ring-Neck Snake	Ring-Neck Snake	
Amphibians	Amphibians	Amphibians	Most Amphibians	Most Amphibians
Wood Frog	Wood Frog	Wood Frog		

Source: Designing Communities to Protect Wildlife Development and Accommodate Development, a report of the Patterns of Development Task Force, Maine Environmental Priorities Project. July, 1997

Large core forests are a vital element of Fayston's rural character and their conservation provides a significant contribution to the local community's interest in its natural heritage, identity, and working landscape. Conservation of large forests also maintains options and choices for future generations of the community. Table 3-6 shows core habitat statistics generated as part of the 2007 Natural Heritage Inventory. Map 5 shows that the largest of these core habitat units occur at higher elevations, yet there are core habitat units adjacent to all of the town borders even the lower elevation border with Waitsfield. Maintaining the existing corridors between core units, minimizing further fragmentation and preventing the creation of interior forest edge within core units will be important to all of Fayston's wildlife.

Table 3-6 Habitat Summary Statistics (2007 NHI)

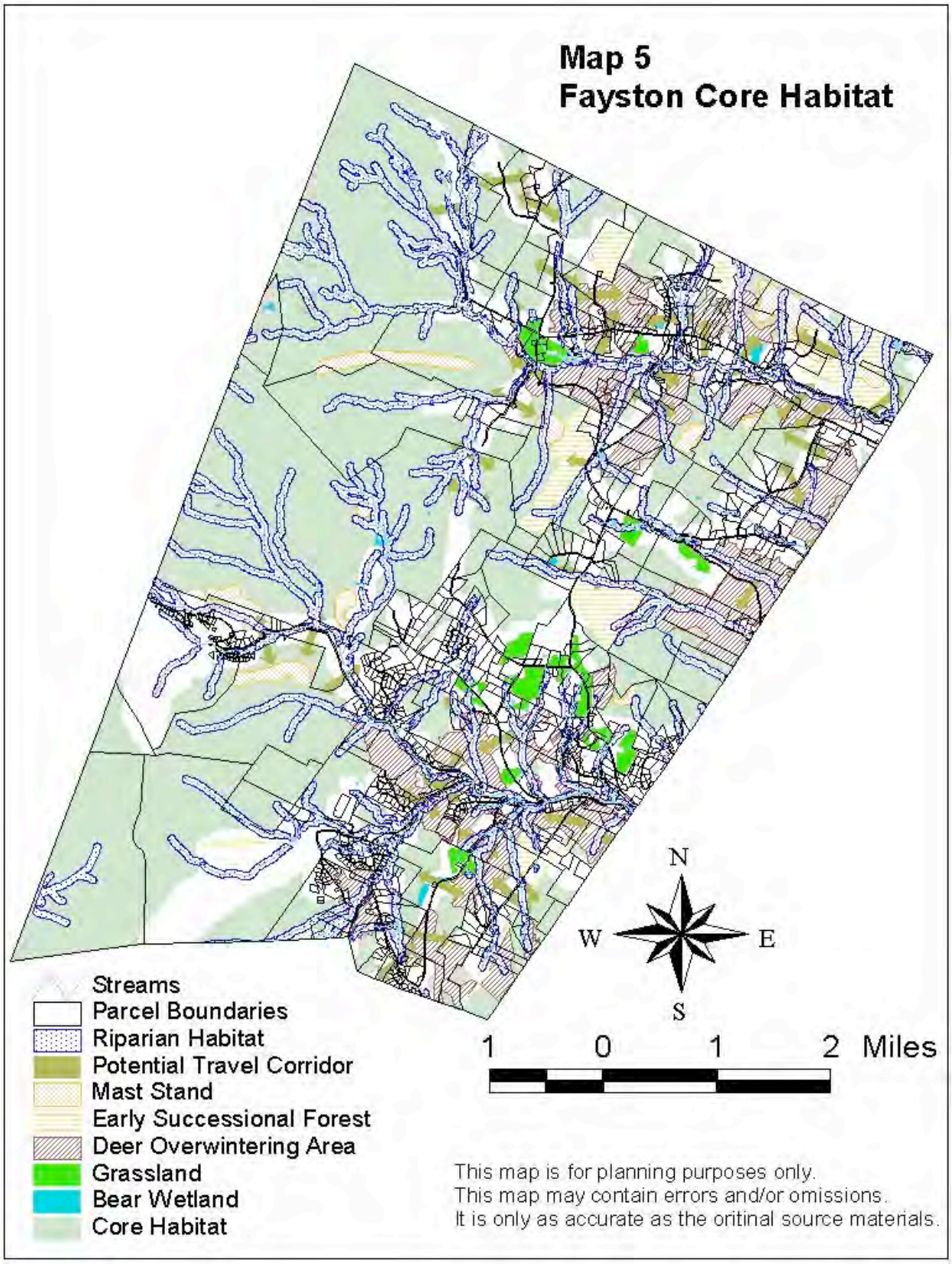
		Size (acres)			
Habitat Unit	Number	Min	Max	Avg.	Total
Core Forest	16	48	5,477	882	14,108
Early Succession	9	13	260	85	766
Grassland	12	13	62	30	355
Deer Overwintering Areas	32	2	297	87	2,795
Mast Stands	13	9	111	38	498

Source: 2007 NHI

Early Succession Habitat (ESH) is characterized by dense shrubs and tree saplings. ESH is created through active forest management or natural disturbances such as disease, ice storms, or wind throw. Fallow fields with substantial shrub component can also be considered ESH. A variety of birds and mammals rely on ESH many of which serve as prey for larger species such as skunk, raccoon, and bobcat. ESH also provides berry crops for Black Bear and other species that depend on berries. Table 3-6 shows early succession habitat statistics as developed as part of the 2007 Natural Heritage Inventory. Map 5 shows that the ESH units occur primarily below 2000 ft. which places them on the east side of town. Three of these units occur within larger core habitat units while most others occur on fallow fields or utility lines. Maintaining a sufficient area and distribution of ESH units will require outreach to private landowners and managers.

Grassland Habitats are open areas that are in hay or natural meadow vegetation. Grassland habitats are used by a wide variety of species including: birds, red fox, coyote, deer and woodchucks. Where they are larger than 25 acres in size grasslands serve as important breeding habitats for many of these grassland species. Table 3-6 shows that there are only 12 grassland units totaling 355 acres.

Ledge Habitat is found in areas of steep land and vertical rock structure and is used by a limited number of species including peregrine falcon, common Ravens, and the small footed bat. Where ledge is fractured and contains hollows and caves it is important habitat for a wide-variety of animals including raccoons, porcupines, fisher, coyote, bobcat, ruffed grouse and rodents. The 2007 NHI identified six areas of ledge habitat. Because of the intensive investigation required to find ledge habitat it is likely that more exists.


Map 5
Fayston Core Habitat
N
W
E
S
1 0 1 2 Miles
Streams
Parcel Boundaries
Riparian Habitat
Potential Travel Corridor
Mast Stand
Early Successional Forest
Deer Overwintering Area
Grassland
Bear Wetland
Core Habitat
This map is for planning purposes only.
This map may contain errors and/or omissions.
It is only as accurate as the oritinal source materials.

Natural Communities are distinct assemblages of species and their physical environment. As shown in Table 3-7 several of the natural communities in Fayston occur in three or fewer places and three are less than 50 acres in size. Because there is little known about many of Vermont's plant and animal species, biologists use natural community diversity as a surrogate for species diversity with the hope that conservation of examples of the various natural communities in an area will result in conservation of a great majority of the plant and animal species that are found there. Fayston should use its knowledge of its natural communities for the conservation of biological diversity.

Table 3-7 Summary of Locally Significant Upland Natural Forest Communities

Natural Community	Number of Sites	Total Acres
Hemlock Forest	2	256
Hemlock-Northern Hardwood Forest	8	222
Montane Spruce-Fir Forest	13	1615
Montane Yellow Birch-Red Spruce Forest	13	2293
Montane Yellow Birch-Sugar Maple-Red Spruce Forest	1	37
Northern Hardwood Forest	3	5662
Red Oak-Northern Hardwood Forest	1	9
Red Spruce-Northern Hardwood Forest	3	14
Rich Northern Hardwood Forest	1	99

Source: 2007 NHI.

Deer Overwintering Habitat is used during the cold winter months. Dense stands of coniferous trees, primarily hemlock, provide a heat trapping blanket and shelter the ground below from a good portion of snowfall. These stands are critical to the survival of White-Tailed Deer through the winter when temperatures can drop to 20 degrees below zero and deep snow can prevent deer from moving about. Map 5 shows that existing deer wintering areas are generally located at lower elevations of town and that while most of these units have been sub-divided many are not developed. Approximately half of the deer wintering areas occur with core habitat areas and half occur outside of them. Because these areas occur across landowner boundaries, protecting them will require working with many landowners.

Mast Stands are secluded stands of mature Beech trees that provide nutrient rich food critical to Black Bear populations. Female bears must reach a weight of 150 pounds before going into hibernation in order to successfully reproduce. The Beech nut resource is a fragile one. Beech trees do not produce nuts until they are approximately 30 years old and nut production does not occur every year. Protecting existing Beech stands will be important for the maintenance of a healthy Black Bear population in Fayston. As shown in table 6 Fayston's mast stands are limited. Map 5 shows that mast stands are distributed fairly evenly throughout the town and many occur within core habitat units.

Connecting Habitats are areas where landscape and land use characteristics combine to form an area where wildlife can move to and from larger patches of habitat allowing migration and dispersal of animals and plants. Much of Fayston's wildlife relies on vastly different types of habitat during different periods of the year and for different life functions. Quite often they must travel great distances to access the different habitat types they depend upon. Black Bear use connecting habitats to move from the wetlands where they feed in

early Spring to areas containing succulent vegetation and berries for mid summer feeding and then to beech and oak stands to feed on hard mast in the late summer and fall months. Many salamander and frog species use connecting habitat to move from hibernation to breeding sites.

Roads and associated development can sever connecting habitat. Map 5 shows that there are likely crossing possibilities linking all core habitat units, however, these areas are significantly fewer than what existed prior to the current day levels of development. Efforts should be made not only to protect the corridors that have been mapped but also to restore lost corridors where possible.

Riparian Habitats are the areas along the stream bank where the aquatic environment transitions into the terrestrial. Riparian areas support a wide variety of plant and animal communities, contribute to the health of the waters near them, and provide for the dissipation of flood waters. Forested riparian vegetation anchors the stream bank limiting erosion and also provides woody substrate and leaf litter that serves as habitat and the foundation of the aquatic food chain. Map 5 shows the extent of forested riparian buffers in Fayston.

3.7 HUNTING

In the absence of effective predators such as wolf and cougar, deer and moose populations may grow beyond what the available habitat can sustain. When this occurs habitat is stressed by overgrazing and in turn the health of the herd suffers. Measured population management in the form of hunting aims to keep deer and moose populations in check thereby maintaining a balance between the herd and available habitat.

Of the game species in Fayston, the most commonly hunted is the White-Tailed Deer. Game hunting can provide a source of sustainable food for humans and hunting is an important part of Fayston's heritage. Fayston deer harvest data for 2003 through 2005 (see Table 3-8) show that the number of deer taken in Fayston declined between 2003 and 2006. It is not known whether the decrease in deer harvested in Fayston is a result of a smaller deer population, a smaller hunter population, poorer hunter success or some combination of the above factors.

Table 3-8 Fayston Deer Harvesting Data

Season	2003	2004	2005
Archery	10	15	7
Youth	7	1	2
Rifle	27	10	8
Muzzle Loader	1	5	0
Total	45	31	17
Deer Harvest/Mile	1.37	0.94	0.52

Source: Vermont Department of Fish and Wildlife.

Despite the incomplete nature of the data continued monitoring of deer harvests in Fayston over the long term in combination with analysis of related data such as available deer habitat or hunter surveys may yield valuable insights with respect to Fayston's deer population. In any case

hunting is a valuable part of Fayston's cultural heritage and the town should work to see that this continues.

3.8 WATER RESOURCES

Fayston enjoys high quality water resources that include streams, wetlands, seeps, springs, vernal pools and naturally occurring stores of groundwater. Historically, throughout Vermont, human activities such as altering stream channels, converting land cover, constructing dams and constructing road networks have degraded water quality and aquatic habitat. However, over the last few decades an awareness and understanding of the impact of such activities on our water resources has grown and today we enjoy healthy water resources. Yet these resources are fragile and their protection will require that as we continue to develop our landscape we do so carefully.

Twenty six percent of the mad river watershed is within Fayston. As such, Fayston and its residents have a significant influence on the health of the Mad River ecosystem. In 1993, the Friends of the Mad River, a nonprofit river advocacy group, has identified several important steps towns can take through policies and implementation to improve water quality and river health. The Vermont Agency of Natural Resources and various federal programs also provide water quality assistance to towns and individuals. It is in the long term interest of Fayston to work with these programs to protect its water resources.

3.8.1 Streams

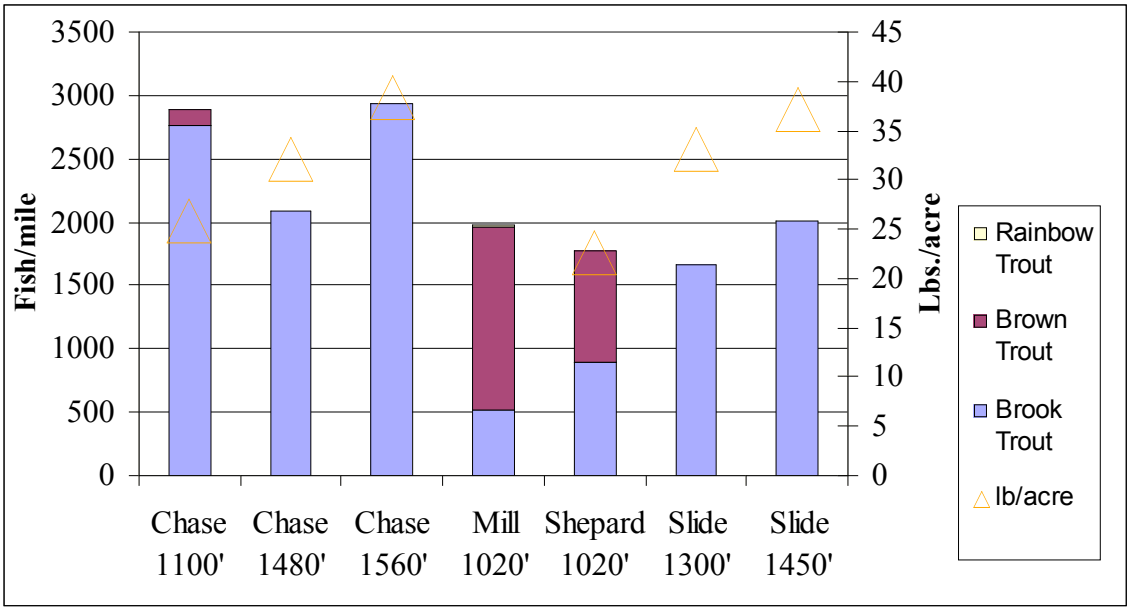
There are dozens of brooks and streams in Fayston, most of which are small to medium high gradient gravel and cobble streams. Deer Brook, French Brook and Lockwood Brook are good examples of small high gradient streams and the lower reaches of Sheppard and Mill brook are good examples of medium high gradient streams. Additionally, small headwater marsh streams and clean sand bottomed stream reaches below cold water spring seeps are also found in Fayston.

According to the Vermont Water Quality Standards (2006), surface waters in Fayston are classified as Class A1 above 2,500 feet and Class B below 2,500 feet. Class A1 waters are managed to the highest possible standard to achieve and maintain waters in a natural condition. Class B waters are managed to achieve and maintain a level of quality that fully supports a range of uses including aquatic biota, wildlife, aquatic habitat, aesthetics, public water supply suitability, irrigation of crops, swimming and other recreation. Because of the healthy aquatic communities is supports, Sheppard Brook has been identified as one of the best examples of a small high-gradient stream in the state.

Fayston's streams generally support diverse populations of aquatic insects and abundant populations of wild, self-sustaining brook, brown and/or rainbow trout and various nongame fish species. Since the early 1990s the Vermont Fish and Wildlife Department (VDFW) has managed Fayston's streams as "wild trout waters" and they therefore do not receive stockings of hatchery-reared fish. Trout population estimates derived from VDFW fisheries surveys are

given below. Figure 3-3 shows that Brook Trout are by far the dominant Salmonid species of Fayston's streams, and that Chase Brook appears to hold the greatest density of fish.

Figure 3-3: Average Annual Fish Density at Various Sampling Locations (VT F&W)



Source: Vermont Department of Fish and Wildlife

3.8.2 Stream Buffers

Undisturbed, naturally vegetated stream buffers reduce the impact of adjacent land uses, protecting water quality and aquatic habitat, maintaining channel stability, and provide important terrestrial wildlife habitats. They are also effective filters, trapping and reducing the input of sediments and other pollutants to streams, thereby protecting water quality. The downed wood, leaves, and other organic material associated with undisturbed riparian areas are important components of the food base and habitat in streams. Undisturbed riparian corridors provide travel and dispersal routes for wildlife and plants. Mature vegetation associated with undisturbed riparian areas shade aquatic habitats, thereby reducing water temperatures and stabilize stream banks thereby minimizing erosion.

Riparian Buffers: The Solution to One of the Mad River's Primary Impairments

One of the primary impairments to the aquatic habitat of the Mad River is water temperature. For Trout species, summer water temperatures in the Mad River can be deadly. To escape the warm waters of the Mad, Brook Trout and other cold water species will move into the colder tributaries. Riparian vegetation to shade Fayston's streams from the sun so they deliver cool water to the Mad River and provide for cold water retreat during the summer months is critical to the Mad River's cold water fishes.

In 2005, the Vermont Agency of Natural Resources developed guidance for recommended minimum riparian buffer zone widths to maintain or enhance the functions and values of riparian areas. The minimum buffer width recommendations are 100 feet for lakes and either 50 feet or 100 feet for streams, depending on site and project specific factors and that there are situations

where the recommended buffer widths should be wider than the minimums established. The guidance states that buffers should be measured horizontally from the mean water level for lakes and from top of bank or top of slope for streams, depending on site characteristics. In areas where a wetland is contiguous to a waterbody, buffers should be measured from the upland edge of the delineated wetland.

It is imperative for the Town of Fayston to continue to plan for and implement strategies that will conserve or provide long-term stewardship for riparian areas. Currently the Fayston Land Use Regulations provide for a 50 foot vegetated buffer strip from wetlands, streams, brooks and rivers. Fayston should consider the future incorporation of the Agency of Natural Resources recommendations for buffers in order to provide for sufficient protection of riparian resources.

3.8.3 Floodplains

A floodplain is the land area adjacent to rivers and streams that is periodically inundated when water flows over banks. Some of the many natural functions and values associated with floodplains that need to be considered in land use planning including: flood storage and conveyance, stream bank stability, water quality maintenance, groundwater recharge and discharge, biologic resources and functions, community resources, and economic resources.

In the past the apparent ease of building on level floodplains led people to use them as home and building sites. This created environmental and safety hazards and is detrimental to the Town and to all downstream residents of the watershed. Development of floodplains increases the frequency, height, and therefore risk of flooding by increasing runoff and by reducing the flood storage and conveyance capacity of a stream.

Floodplains are delineated in terms of their statistical frequency of flooding. A "100-year flood" or "100-year floodplain" describes an event or an area subject to a 1% probability of a certain size flood occurring in any given year. This concept does not mean a flood will occur only once in one hundred years. Whether or not it occurs in a given year has no bearing on the fact that there is still a 1% chance of a similar occurrence in the following year. Any statistical frequency of a flood event may be chosen depending on the degree of risk that is selected for evaluation, (e.g., 5-year, 20-year, 50-year, 500-year floodplain). The boundary of the 100-year flood is used by the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) to map flood hazard areas.

In order to be able to provide federally backed flood insurance to its residents and to be eligible for federal disaster and flood mitigation related grants and loans, Fayston participates in the FEMA NFIP. As a requirement of participation in the NFIP, the Town adopted flood hazard area regulations to regulate development in floodplains. The flood hazard area regulations apply to the special flood hazard areas (SFHA) as identified on Flood Insurance Study, Floodway map, and Flood Insurance Rate Map (FIRM) provided by FEMA. The FIRM for the Town of Fayston maps only the 100-year floodplain along Mill Brook from the Waitsfield-Fayston Town Line to 3.0 miles upstream.

It is important to recognize the many shortcomings of solely relying on the NFIP maps to provide an indication of the flood hazards in the Town of Fayston. The FIRM does not map all areas of possible flooding, incorporate the change in watershed hydrology due to development that has taken place over the last 25 years, map localized drainage issues, or consider possible erosion of the stream channel during flood events. Therefore, the FIRM does not identify all of the hazards associated with inundation and erosion.

Fayston has adopted land use regulations that prohibit new structures (except as required for flood control or stream management) in floodplains and require conditional use approval for substantial improvements and additions in floodplains. The Town should maintain these regulations as well as consider adopting others in order to better protect its residents from hazards associated with inundation and erosion and to better protect the natural functions and values of floodplains.

3.8.4 Wetlands

Wetlands are areas inundated by surface or ground water with a frequency sufficient to support plants and animals that depend on saturated or seasonally saturated soil conditions for growth and reproduction. An area is only considered a wetland if it contains the required vegetation, soils, and hydrology. Wetlands often occur in association with lakes, ponds, rivers, and streams, however, they may also be isolated from any obvious connection to surface water.

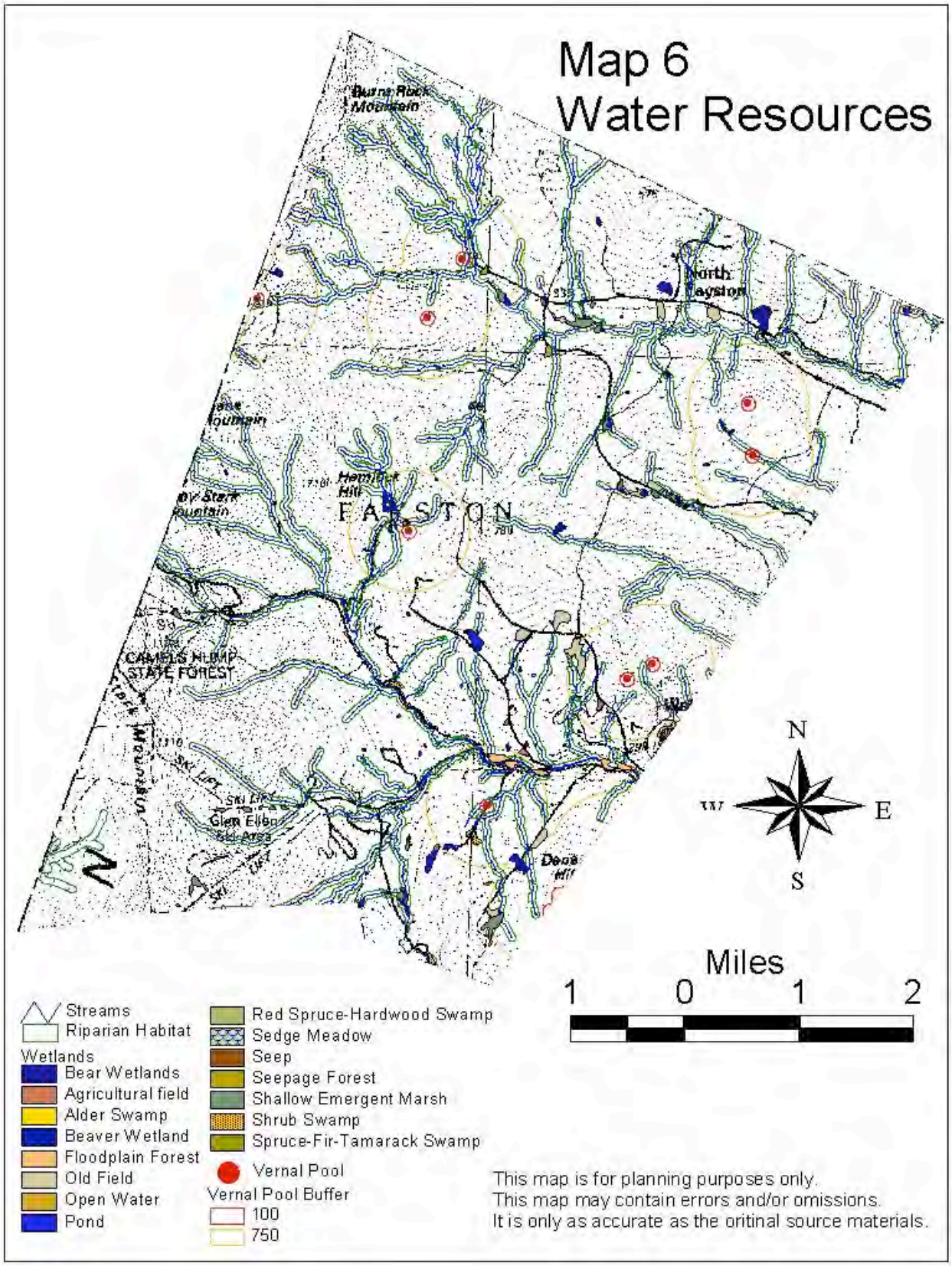
Wetlands can be either open or forested. Open wetlands likely found in Fayston include open peatlands, marshes, sedge meadows, wet shores and shrub swamps. Forested wetlands might include softwood swamps, seeps and vernal pools.

Functions and Values of Wetlands

- *Flood and storm water storage*
- *Erosion control.*
- *Water quality protection*
- *Fisheries habitat*
- *Wildlife and migratory bird habitat*
- *Hydrophytic vegetation habitat*
- *Threatened and endangered species habitat,*
- *Education and research in natural sciences,*
- *Recreational value and Economic benefits,*
- *Open space and aesthetics*

Seeps and vernal pools are small in size, generally under one half acre. Seeps are areas of groundwater discharge typically occurring on or at the base of slopes. Vernal pools are small depressions in forests that fill with water in the spring and fall and provide breeding habitat for many salamanders and frogs. Vernal pools are critical for the survival of many of Fayston's salamander and frog populations yet knowledge of pool locations is very limited. The 2007 Natural Heritage Inventory identified nine vernal pools which are shown on Map 6 but it is suspected that many more exist. Knowledge of vernal pool locations should be improved upon and known pools protected.

Vernal pools can be protected from encroaching development, including roads and driveways, by retaining and/or establishing adequate forested buffers. Current literature indicates that a 100 foot buffer is important to the quality of the pool and a buffer as large 750 ft. is required to


Map 6
Water Resources
Burnt Rock Mountain
North Fayston
FAYSTON
CAMELS HUMP STATE FOREST
Glen Ellen Ski Area
Deas Hill
N
W
E
S
Miles
1 0 1 2
Streams
Riparian Habitat
Wetlands
Bear Wetlands
Agricultural field
Alder Swamp
Beaver Wetland
Floodplain Forest
Old Field
Open Water
Pond
Red Spruce-Hardwood Swamp
Sedge Meadow
Seep
Seepage Forest
Shallow Emergent Marsh
Shrub Swamp
Spruce-Fir-Tamarack Swamp
Vernal Pool
Vernal Pool Buffer
100
750
This map is for planning purposes only.
This map may contain errors and/or omissions.
It is only as accurate as the oritinal source materials.

protect the critical land habitat of the amphibians that use the pool but it is possible to determine habitat protection on a case-by-case basis (See the 2007 NHI Report for more discussion on vernal pool management recommendations). Map 6 shows both the 100 and 750 foot buffers.

The State of Vermont adopted the Vermont Wetland Rules, effective in 1990, to identify and protect Vermont's "significant wetlands." The determination of whether any specific wetland is "significant" is based on an evaluation of the extent that it serves one or more of the 10 functions listed in the box above. The Vermont Wetland Rules identify three classes of wetlands. The first two classes (Class One and Class Two) are considered "significant" and are protected by the Vermont Wetland Rules.

Class One wetlands are those wetlands the Board determines are exceptional or irreplaceable and merit the highest level of protection. A 100-foot buffer zone is designated adjacent to Class One wetlands. Class Two wetlands are presumed to serve one or more wetland functions at a significant level. A 50-foot buffer zone is designated adjacent to all Class Two wetlands.

The Wetland Rules designate most wetlands on the National Wetland Inventory (NWI) maps and those wetlands contiguous to mapped wetlands as Class Two wetlands. A contiguous wetland is a wetland which shares a boundary with or touches a mapped wetland.

Class Three wetlands are those wetlands that have not been mapped on the NWI maps or have been found by the Board to be not significant for providing any wetland functions when last evaluated. Class Three wetlands and vernal pools are not protected under the State Wetland Rules but are protected by other federal (U.S. Army Corps of Engineers and Environmental Protection Agency), and State (Act 250) regulations. Petitions can be presented to the Board to upgrade a Class Three wetland based on an evaluation of its functions.

The Vermont Significant wetlands Inventory shows that there are 26 wetlands in Fayston that comprise a total of 68 acres. These numbers are helpful in giving us some idea of how much of Fayston is wetland, however, the Vermont Significant Wetlands Inventory (VSWI) maps are not a complete representation of all wetlands in Vermont. Due to the scale of the VSWI maps, many small wetlands are entirely omitted and the boundaries of many of the mapped wetlands are not accurate. The 2007 NHI identified 207 wetlands in Fayston totaling 306 acres (Table 3-9). These wetlands can be seen on Map 6.

Table 3-9 Fayston Wetland Statistics

	From Vermont State Wetlands Inventory	From 2007 Fayston NHI
Number	26	207
Minimal Size (acres)	0.4	0.02
Maximum Size (acres)	9	16.5
Average Size (acres)	3	1.5
Total Land Area (acres)	68	306

The Town of Fayston Land Use Regulations currently require a 50 foot buffer strip around all wetlands and state that "no development, excavation, landfill or grading shall occur within the buffer strip, with the exception of clearing and associated site development necessary to

accommodate the following noted exceptions." The current regulations need clarification as they appear to allow for a building or structure to be placed within the 50 foot buffer with Development Review Board approval. The Town should consider revising the current regulations to provide clarity to better protect its wetland resources. Fayston's Land Use Regulations apply to all wetlands, however, because of the small size of many wetlands it is difficult to impose costly conditions on development plans for the sake of preventing disturbance to all wetlands.

Traditionally, the planning commission has sought advice from the state wetlands biologist in determining which wetlands deserve protection. The problem with this approach is that state wetlands biologists only recommend protection of wetlands that they consider significant at a statewide scale. Due to Fayston's steep topography, few of its wetlands are considered state significant. Yet when considered at the local or valley level more of Fayston's wetlands must certainly be significant to local wildlife and ecosystems. The 2007 NHI used a methodology to identify locally significant wetlands. The results are shown in Table 3-10. Wetland management recommendations are provided in the 2007 NHI. The implementation of these recommendations should be encouraged.

Table 3-10 Significance of Fayston's wetlands (2007 NHI)

Total Wetlands Assessed	Number
Not Ranked	52
State Significant	0
Locally Significant	39
Total	207

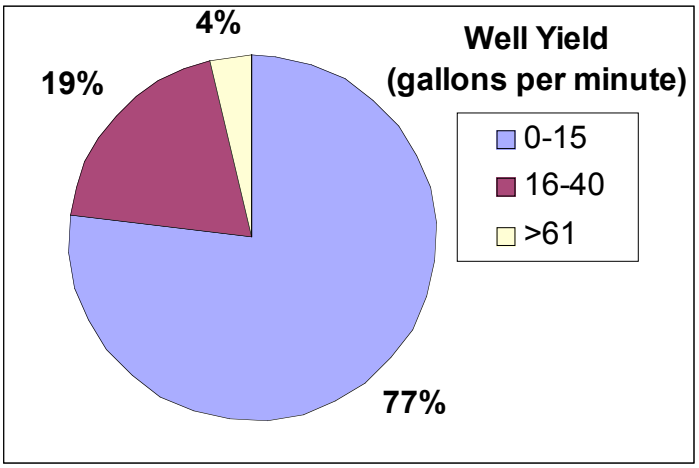
Source: 2007 NHI.

3.8.5 Groundwater

Groundwater is held in the sand and gravel deposits and fractured bedrock that underlies Fayston's landscape. Fayston's residents enjoy the availability of generally uncontaminated groundwater from individual wells for use as domestic water. Yet it is a limited resource that is vulnerable to contamination. As development continues in Fayston the demand for water and the likely-hood of its contamination will increase. Developing an understanding of ground water supplies and how to best protect them from contamination will become increasingly important over time.

Map 1 shows that with the exception of a few areas of river valley sand and gravel deposits the vast majority of Fayston's surficial geology consists of dense glacial till which provides low water yields. Well log data from VT DEC shows that over 75 percent of the wells drilled in Fayston are greater than 300 feet deep into bedrock. Even at these depths average yields are only 4 to 15 gallons per minute (see Figure 3-4), enough to support only residential and light commercial use (VT Water Resources 1966). While nearly all of Fayston residents have access to pure groundwater it is clearly a limited resource.

Figure 3-4 Fayston Well Yields



Source: Vermont DOC.

As Fayston continues to develop, the chance of groundwater supplies being contaminated by pollutants carried in infiltrating surface waters will increase. Agricultural, industrial and residential land uses can all be sources of contaminants ranging from bacterial contaminants to volatile organic compounds (VOCs). Protecting Fayston's groundwater will depend on identifying significant aquifer recharge zones, determining their vulnerability to contamination and planning for their protection.

Groundwater can also be polluted by naturally occurring radioactive contaminants including radionuclides and arsenic in bedrock. As radioactive elements decay radiation is released into the groundwater. Over a long period of time, and at elevated levels, radium increases one's risk of bone cancer and uranium increases one's risk of kidney damage. Several wells in Fayston are known to be contaminated by radioactive material. Fortunately, water contaminated with radiation can be treated. The primary problem is that most private well owners are unaware of the potential for radioactive contamination. The Vermont Geological Survey has conducted limited mapping of radioactive bedrock and public water supplies are required to test for radioactivity. Fayston should encourage its residents to test for radionuclides, track results of both private and public water supply sampling and disseminate those results as a public health measure.

3.8.6 Stormwater Runoff

Stormwater runoff occurs when precipitation and snowmelt do not infiltrate into the ground or evaporate but rather flow over the built environment into streams or wetlands, often carrying with it a range of pollutants such as sediment, oil, grease, nutrients, metals, bacteria, and salts. According to the Environmental Protection Agency (EPA), stormwater runoff is now the most common source of water pollution in the United States.

Impervious surfaces, such as rooftops, driveways, roads, and parking areas are the primary source of a range of harmful contaminants, which are carried with the runoff into our waterways. Impervious surfaces also reduce the natural process of runoff infiltration into the ground, and result in greater volumes of stormwater runoff reaching water bodies, which can cause increased stream channel erosion and flooding. Runoff from large areas of exposed soil, typically construction sites are another main source of stormwater runoff pollution. High volumes of sediment and other pollutants from the construction site can be carried to water bodies, destroying aquatic habitat and increasing stream channel erosion.

Historically, stormwater runoff has been managed by attempting to simply reduce the volume of runoff by installing centralized detention ponds and other structures, and largely, this strategy has failed. There is now an increased effort to focus on removing pollutants from stormwater in addition to reducing the volume of stormwater flow getting to the water bodies. Several new technologies have been introduced recently such as bio-retention cells, constructed wetlands, "green" roofs, and a variety of propriety products which are effective for improving the quality of stormwater runoff. These new technologies are a part of shift in stormwater management to Low Impact Development (LID) design, which focuses on "maintaining and advancing the pre-development hydrologic regime of urban and developing watersheds", according to the Low Impact Development Center.

Effective stormwater management includes educating the public on proper management of household pollutants such as pesticides and fertilizers, designing new development sites with both structural treatment systems and non structural techniques, such as buffers zones around wetlands and streams, preserving open space, and reducing impervious surfaces by promoting reduced roadway widths, hammer head turn-arounds instead of traditional cul-de-sacs, and shared driveways. Improved construction site management activities include avoiding soil disturbance during unstable times such as the late fall and winter after thaw, limiting the duration of exposed soils by developing a phasing plan, stabilizing disturbed areas promptly and effectively, correctly installing erosion and sediment control practices such as silt fence and other structures, and frequently inspecting and maintaining these practices as required.

Currently, stormwater runoff from new and existing impervious surfaces, construction sites and industrial sites greater than a certain threshold is regulated by the State of Vermont. Generally, new development, redevelopment or expansion projects generating one or more acres of impervious area are required to seek state permits. Fayston should recognize that although a new development or construction activity may not meet the threshold for permit coverage through the State of Vermont, even a small development or construction project may have the potential to create an adverse impact to surface water resources. The Town should therefore evaluate each development or construction project to determine if treatment is necessary to reduce potential stormwater impacts. Factors to consider include size of the impervious surface, drainage pattern, hydrologic connectivity, installation or modification of drainage or conveyance structures, location of the discharge and existing stormwater treatment.

3.8.7 Road Ditches and Stream Crossing Structures

Careful management of Fayston's transportation infrastructure is important to water quality and aquatic habitat. Road ditches can deliver substantial volumes of water and sediment to streams. Inadequately sized and poorly installed culverts often cause increased stream erosion and act as barriers to the movement of fish and other aquatic organisms.

Road ditches gather and transform water that would otherwise move slowly over the ground as a thin sheet into deep fast moving and highly erosive flow. When road ditches discharge directly into streams they play a primary role in the degradation of water quality and aquatic habitat. The impact of road ditches on water quality can be reduced with practices such as adequate sizing, stone lining of steep ditches, adequate seeding and mulching and prevention of direct discharge into streams.

It is well understood that undersized culverts and bridges can fail catastrophically during high flow events, therefore, guidelines based on stream hydraulics have been established for the appropriate sizing of crossing structures. What has been less appreciated is the extent to which crossing structures cause chronic stream channel instability that in many cases causes premature failure of the crossing structure. Also under appreciated is the extent to which crossing structures can act as barriers to aquatic organism movement. Chronic stream instability and premature structure failure have significant water quality and financial consequences and the prevention of aquatic organism movement severely impacts the aquatic ecosystem.

The Vermont Better Backroads program offers technical assistance and funding for identification, capital budget planning and the correction of road related water quality problems. The Vermont Agency of Natural Resources (ANR) has established methods for assessing crossing structures to determine the extent to which they are causing channel instability and acting as barriers to aquatic organism movement. Other natural resource programs provide funding for eliminating road related water quality problems. Fayston should take advantage of these programs to minimize the impact of its transportation infrastructure on water quality stream stability and aquatic habitat. Fayston should also review all private stream-crossing structures for potential impacts on water quality stream stability and aquatic habitat.

3.9 GOALS AND OBJECTIVES

Goal 3.1: The responsible use, careful stewardship, maintenance, preservation and enhancement of Fayston's natural resources, rural character, natural heritage and environmental quality for the benefit of current and future generations.

Objective 1: Develop a comprehensive natural heritage conservation plan following guidance provided by "The Vermont Fish and Wildlife Department's Conserving Vermont's Natural Heritage: A guide to Community Based Planning for the Conservation of Vermont's Fish, Wildlife, and Biological Diversity," to ensure the functional integrity and provide stewardship of Fayston's natural heritage including:

- Existing relatively large unfragmented patches of core forest habitat,
- Connecting habitats,
- Natural community types at a large enough scale to function ecologically,
- Mast stands,
- Deer wintering areas,
- Wetlands and vernal pools and
- Rivers and brooks.

Implementation Strategies:

a. Explore the option of tasking the Fayston Natural Resources Committee (FNRC) to develop a comprehensive natural heritage conservation plan.
b. Use the Natural Heritage Inventory and other data and work with experts to identify and rank the importance of Fayston's natural heritage elements.
c. Hold public workshops to establish a natural heritage vision for Fayston.
d. Establish specific goals and objectives to achieve Fayston's natural heritage vision that utilize both regulatory and non-regulatory approaches.
e. Consider adoption of strategies given in The Vermont Fish and Wildlife Department's Wildlife Action Plan (2005).

Objective 2: Increase efforts to encourage responsible use and careful stewardship of Fayston's natural resources by landowners and managers.

Implementation Strategies:

a. Appoint the Planning Commission, FNRC or other appropriate group to conduct outreach and education to facilitate voluntary natural heritage protection efforts by landowners and land managers.
b. Inform landowners of the locations of mast stands, deer wintering areas, vernal pools, wetlands and other natural heritage elements on their property, the habitat needs of associated wildlife, and how they can conserve these heritage elements to keep them functioning as important wildlife habitat.
c. Inform landowners about programs such as Vermont 's current use program, Vermont Family Forests, Natural Resources Conservation Service's Wildlife Habitat Incentives Program and the U.S. Fish and Wildlife Partners for Wildlife program.
d. Inform landowners and hunters on the subject of wildlife management and protection and the role of hunting as a wildlife management tool.
e. Inform landowners about the threats that domestic pets pose to wildlife and threats that wildlife can pose to domestic pets. Seek ways to prevent conflict between domestic animals and wildlife.
f. Support efforts to improve water quality by Friends of the Mad River and other organizations.
g. Appoint the Planning Commission, Natural Resources Committee or other appropriate group to write land management plans for town-owned lands designed to protect the ecological functions of natural heritage elements.
h. work with the Vermont Geological Survey to develop a better understanding of aquifer potentials and the location and vulnerability of recharge zones.

Objective 3: Permanently conserve areas containing significant natural heritage elements.

Implementation Strategies:

a. Establish a land acquisition/conservation fund.
b. Create a conservation commission to identify, prioritize and work to conserve areas containing significant natural heritage elements.

Objective 4: Minimize development impacts on Fayston's natural resources.

Implementation Strategies:

a. Take the following steps to ensure that Fayston's land use regulations promote natural heritage protection.
   - Review the land use regulations in the context of data gathered in the 2006 Natural Heritage Inventory to ensure that the goals of maintaining unfragmented tracts of large forest are facilitated by the regulations.
   - Consider the establishment of an impact fee program that requires developers to pay a fee toward the protection or restoration of town-owned open space lands, forests, parks, or recreation areas.
   - Use overlay districts, TDRs, density bonuses, PRDs and PUDs to conserve and properly manage significant natural heritage elements. Require land designated as "common land" in the PRD/PUD to have a conservation easement that ensures the proper management and uses of the land that are compatible with the Conservation Goals and interests of the habitat.
   - Work with natural resources experts to determine a suitable buffer width around sensitive natural heritage elements such as travel corridors, wetlands and vernal pools.
   - Incorporate zoning setbacks from mapped corridors by including corridors in zoning districts.
   - Seek to reclassify highly significant vernal pools as Class II wetlands so that they are protected by the Vermont Wetland Rules.
   - Restrict development in designated flood hazard areas to agriculture, silviculture, and recreational uses with the exception of those activities related to the substantial improvements and additions to existing structures.
   - Maintain existing surface water classifications of all Town surface waters.
   - Evaluate current zoning setbacks from rivers and streams for adequacy, and make changes as deemed necessary.

b. Use the Sub-Division Review process to ensure that sub-divisions projects do not conflict with Fayston's natural resources goals.
   - Consult the natural heritage inventory maps, the FNRC and other natural resource experts other than those hired by the applicant to understand and minimize potential impacts that the proposed development may have on Fayston's natural heritage.
   - Prevent potential adverse impacts to groundwater resources, including depletion and degradation of water quality, from groundwater extraction.
   - Ensure that development within wellhead protection areas is carefully designed to prevent adverse impacts to groundwater supplies

- Require proper stormwater runoff and erosion control measures during construction and on-going maintenance of the development.
-
- Objective 1.5: Decrease the impact that construction and management of transportation infrastructure has on Fayston's natural resources.
-
- Locate new roads (both public and private) and driveways such that there is an adequate buffer distance between roads and streams, wetlands and vernal pools to ensure the road does not create direct runoff to, or change the hydrology of these natural resources.
- Control road salt and sand storage areas to prevent contamination of water resources.
- Work with the Better Backroads Program to acquire technical assistance and funding for road maintenance.
- Require proper sizing of public and private stream crossing structures to minimize the amount of maintenance expenditures, water quality, and aquatic habitat degradation caused by stream instability associated with undersized stream crossing structures
- Explore town road management standards designed to conserve wildlife corridor functions.

Objective 6: Ensure that the extraction of finite natural resources for municipal and commercial purposes be done responsibly.

Implementation Strategies:

a. Inventory and map Fayston's mineral and gravel resources to guide future land use and resource extraction decisions.
b. Plan for sustainable use of Fayston's limited mineral resources.
c. Review proposals for municipal and commercial mineral and gravel resource extraction within the context of the town's natural resources goals.
d. Ensure the full restoration of sand and gravel extraction sites through the submission and local approval of restoration plans, and the provision of adequate surety to guarantee the completion of the restoration plan.

Goal 3.2: The minimization of impacts to public: health, safety and welfare associated with natural hazards or poor environmental quality.

Objective 1: Prevent the exposure of Fayston residents to air and or water pollution.

Implementation Strategies:

a. Review zoning districts to ensure that land use activities that degrade environmental quality (air and water) are not adjacent to residential areas.
b. Inform town residents about naturally occurring ground water contaminants.
c. Consider societal change that may become necessary due to future climatic variations.
d. Fayston should encourage its residents to test for radionuclides, track results of both private and public water supply sampling and disseminate those results as a public health measure.

Objective 1: Minimize the extent to which development occurs in areas subject to natural and/or environmental hazards.

Implementation Strategies:

a. Maintain proper administration and enforcement of the Fayston's flood hazard area regulations, to be updated as needed to maintain eligibility in the National Flood Insurance Program to ensure that property owners in designated flood hazard areas are eligible for flood insurance.

b. Identify and map flood hazards are that are not mapped by the NFIP including areas subject to erosion during floods and consider adopting land use regulations to protect property owners from these hazards.

4 Population and Employment

4.1 INTRODUCTION

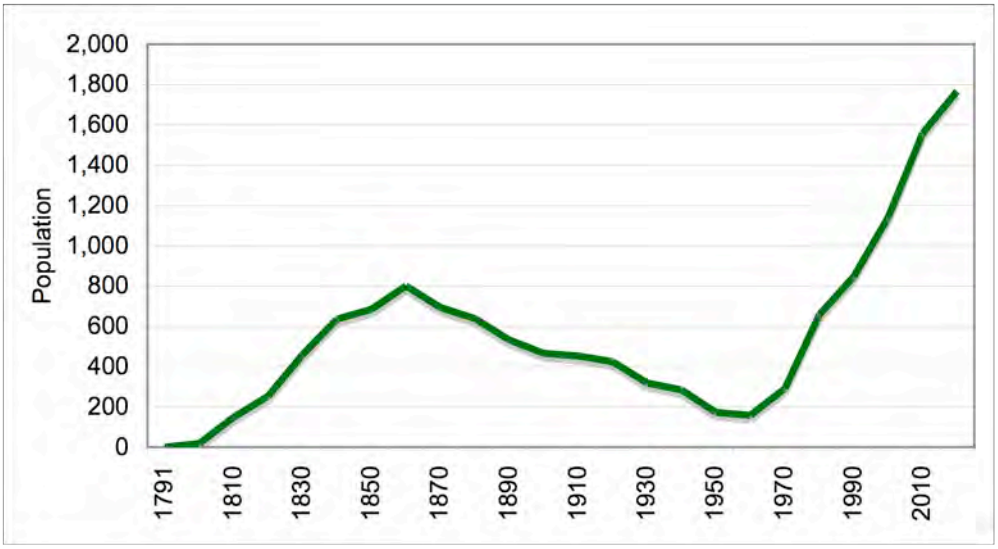
Fayston is an overwhelmingly residential rural community with approximately 1,200 full-time residents and 1,000 part-time residents who have second homes in the town. Nearly two-thirds of full-time residents work in the Mad River Valley.

Fayston is also the fastest growing town in the Mad River Valley and the second fastest in Washington County. Between 1960 and 2000, the population grew from only 158 residents to 1,141. The current population is approximately 1,235 residents. Between 2005 and 2020, the population is projected to increase by another 43% to 1,766. Until recently, total population and housing demands were small enough to be accommodated relatively easily. If current trends continue, however, development demands could increasingly create conflicts with many of the other objectives presented in this Town Plan.

4.2 FULL-TIME POPULATION

Fayston has experienced extreme fluctuations in its population throughout its history. Beginning with the town's founding in 1782, the population grew to 800 in 1860 (see Figure 4-1). Then, in conjunction with environmental, agricultural, and economic problems in the late 1800s, the population declined to 533 by 1890. Population declines continued until the town reached a low of only 158 residents in 1960.

Figure 4-1: Fayston Population Growth

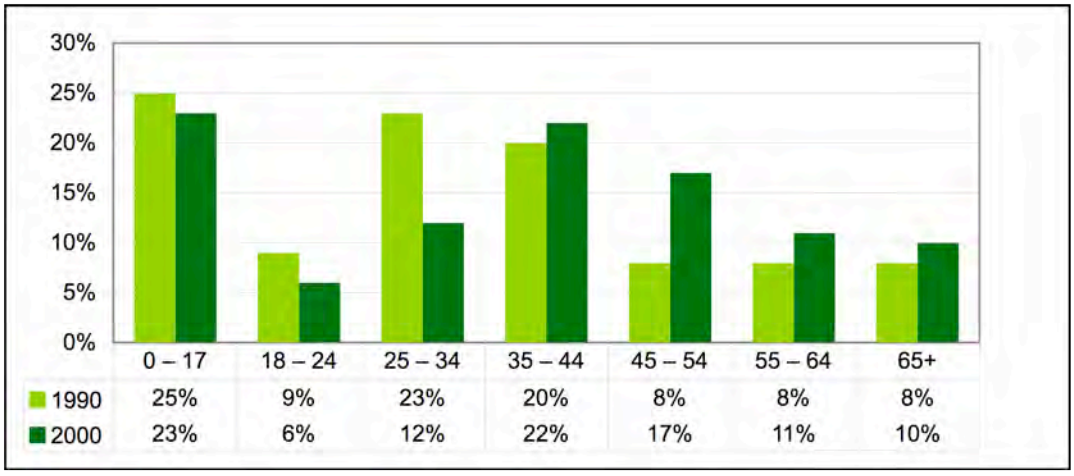


Sources: 1791 to 2000: US Census; 2000 to 2020: Central Vermont Planning Commission.

With the growth of the ski industry and tourism, new residents were once again attracted to Fayston. By 1990, the full-time population had reached 846 and exceeded the previous historical high point of over 100 years earlier. By 2000, the population had grown to 1,141. Now, with a revitalization of Sugarbush, attempts by local businesses to make the Mad River Valley a year round destination, and a willingness among many to accept longer commutes, it is projected that Fayston will continue its rapid growth, and that the full-time population will grow to 1,766 by 2020.

In recent years, as the full-time population has grown, its composition has also been changing. The proportion of younger residents has declined dramatically, while the proportion of middle aged residents has grown. Between 1990 and 2000, the number of residents between 18 and 34 has declined from 32% of the population to only 18%, while the number of residents 45 and older has grown from 24% to 38% (see Figure 4-2). Statewide, there has been a migration of younger residents from Vermont, and an overall "aging" of the population. In Fayston, this trend is particularly marked.

Figure 4-2: Age Distribution



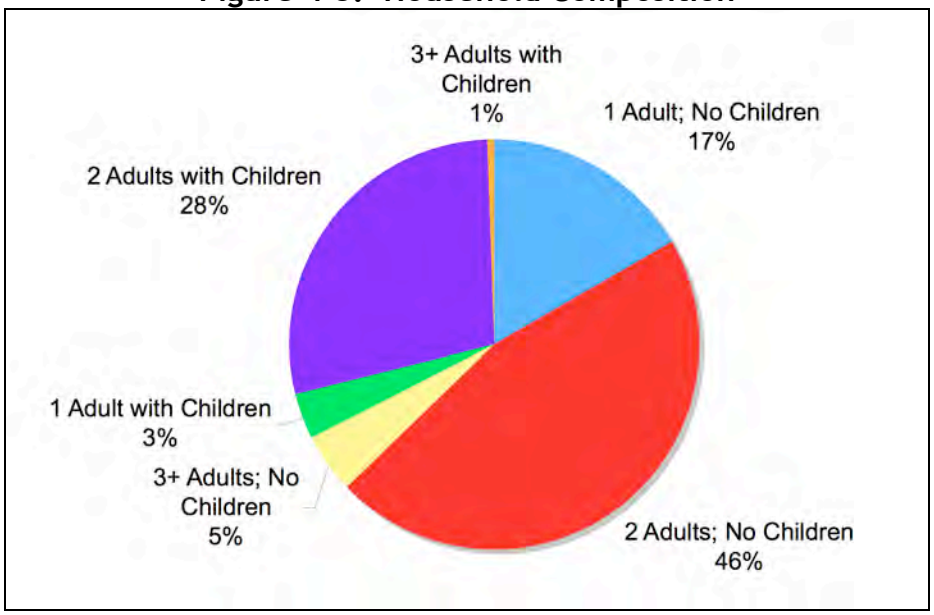
Source: 1990 and 2000 US Census

The male population has grown much more rapidly than the female population. Since 1990, the male population has grown by 43%, while the female population has grown by only 23%. According to the 2000 US Census, Fayston now has more males (51%) than females (49%).

4.2.1 Household Composition

Coupled with a population that is aging, a large majority of Fayston's households consist of adults without children, or without children at home (68%). Nearly half (46%) consist of two adults living together, 17% consist of single adults living alone, and 5% consist of three or more adults sharing housing (see Figure 4-3). Only 32% of households have children. Of these households, 78% have two adults, 8% are single parent families, and 14% have three or more adults.

Figure 4-3: Household Composition



Source: 2006 Fayston Town Survey.

Of the households that do have children, the large majority has only one or two children (44% and 47% respectively). Only 9% of households with children have three or more.

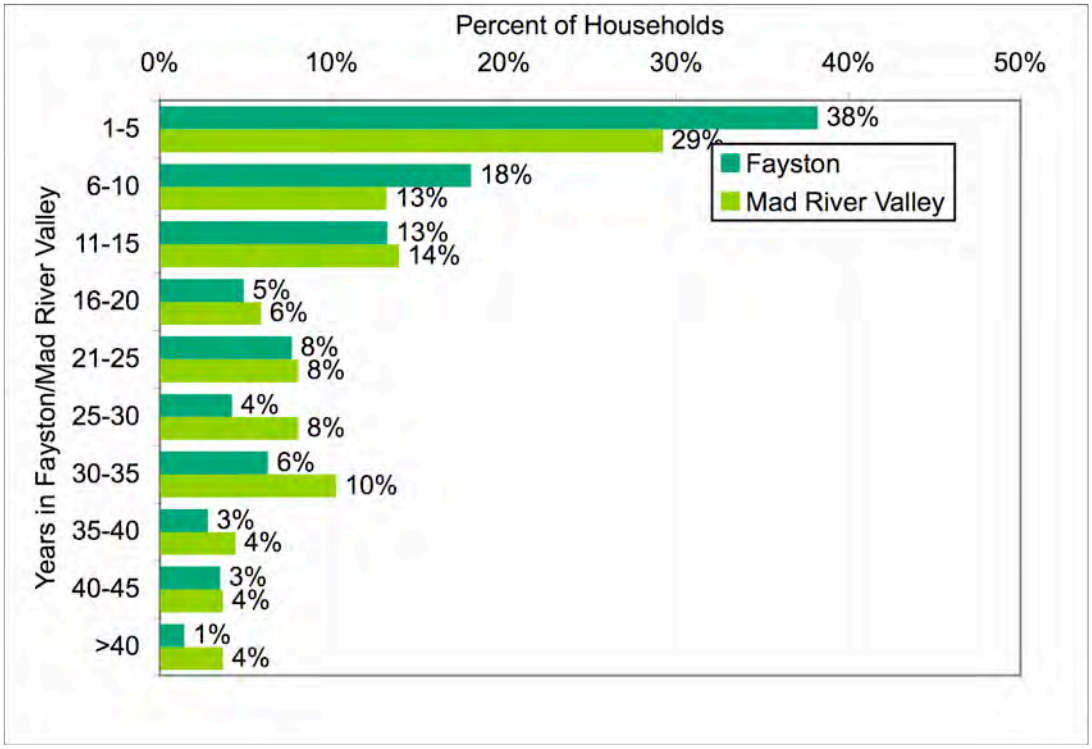
4.2.2 Length of Residency and States Moved from

The 2006 Fayston Town Survey showed that most full-time residents have moved to Fayston fairly recently. Over half (53%) have lived in Fayston for 10 years or less, 18% have lived here for 11 to 20 years, and 28% have lived here for over 20 years (Table 4-4). These figures reflect Fayston's growth from only 158 residents in 1960 to approximately 1,200 residents today.

However, full-time residents, in general, have lived in the Mad River Valley for longer than they have in Fayston. In total, 38% have lived in the Valley for 10 years or less, 17% have lived here for 11 to 20 years, and 42% have lived here for more than 20 years. These figures indicate that many Fayston residents, especially long time residents, have moved to Fayston from other Valley towns.

Of those who have moved to Fayston from outside of the Mad River Valley, the largest numbers have moved from other Vermont towns and Massachusetts, followed by other states in the northeast (see Table 4-1).

Table 4-: Full-Time Residents: Years Lived in Fayston and Mad River Valley



Source: 2006 Fayston Town Survey

Table 4-1: States that Fayston Residents Moved From

State	Percent
Vermont	21%
Massachusetts	18%
Connecticut	12%
New York	12%
New Jersey	10%
New Hampshire	6%
Maine	3%
Pennsylvania	3%
North Carolina	2%
California	2%
Colorado	2%
Maryland	2%
Other	6%

Source: 2006 Fayston Town Survey
Note: Percentages refer to percent of residents that have moved from other states, and not percentages of total residents.

4.2.3 Educational Attainment

Fayston residents are generally well educated and have a higher overall level of educational attainment than is typical for Vermont as a whole. As shown in Table 4-2, nearly twice as many Fayston residents have bachelor's degrees than in the state as a whole (37% versus 17%). Also,

the number of residents that did not complete high school is much lower than throughout the state (5% versus 14%).

Table 4-2: Educational Attainment

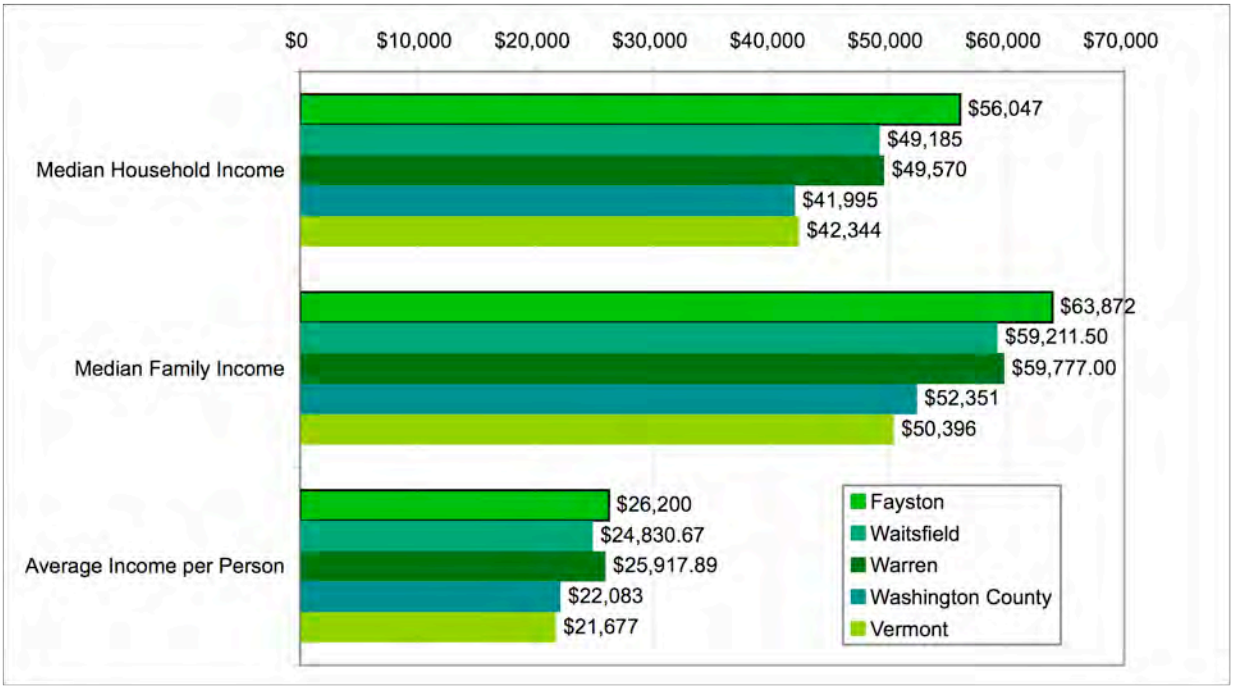
	Fayston	Vermont
< 9th Grade	1%	5%
9 thru 12	4%	9%
High School	18%	32%
Some College	20%	20%
Associates	7%	7%
Bachelors	37%	17%
Graduate or Professional	12%	10%

Source: 2000 US Census

4.2.4 Household Income

Fayston residents have the highest median incomes in the Mad River Valley and significantly higher incomes than in the rest of Washington County and Vermont as a whole (see Figure 4-5). According to the 2000 US Census, which is the most recent source of comprehensive income data, the 1999 Fayston median household income was slightly over $56,000, compared to slightly less than $50,000 in Warren and Waitsfield, and approximately $42,000 in Washington County and Vermont as a whole.

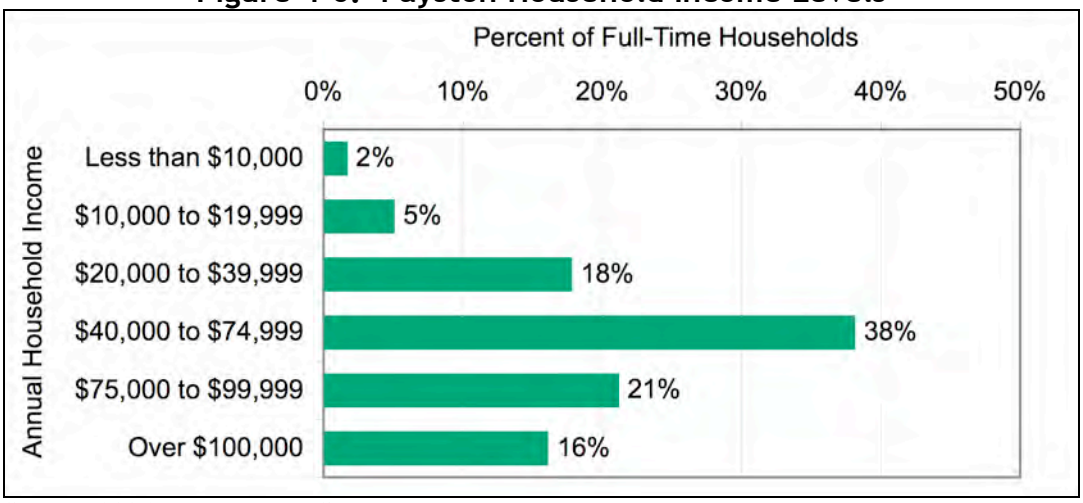
Figure 4-5: Median Household Incomes (1999)



According to the 2006 Fayston Town Survey, the largest proportion of Fayston household earns $40,000 to $75,000 per year (38%) (see Figure 4-6). The second highest number earns $75,000

to $100,000 (21%), followed by households that earn $20,000 to $40,000 (18%). Approximately 16% of Fayston's household earn more than $100,000 per year, and 7% earn less than $20,000 per year.

Figure 4-6: Fayston Household Income Levels



Source: 2006 Fayston Town Survey.

4.2.5 Occupations

A high percentage of Fayston's residents—approximately 638, or 56% of all residents, and 77% of adult residents—are employed. The largest numbers of employed residents, 190, work in Waitsfield, 160 work in Fayston, and 59 work in Warren. Of the 160 who work in Fayston, nearly half (70) work out of their homes. Others commute in small numbers to locations outside of the Mad River Valley, primarily to the Burlington and Montpelier/Barre areas and Waterbury. Based on the 2006 Town Survey results, 54% of the town's adults are employed full-time and 23% are employed part-time (see Table 4-4). Approximately 18% are retired, and only 4% are either not employed in a paying job or retired.

Table 4-3: Adult Occupations

	Percent
Employed Full-Time	54%
Employed Part-Time	23%
Retired	18%
Other	4%

Source: 2006 Fayston Town Survey.

Of the employed residents, 59% work for employers at an employer work site, 27% are self-employed and work at home, 8% operate home-based businesses with work performed outside of the home (for example, builders), and 6% are home-based employees (telecommuters) of companies that are located elsewhere.

4.2.6 Occupations of Fayston Residents

The ways in which Fayston residents earn their livings are extremely diverse, and not dominated by any single industry or field (see Table 4-5). The largest economic sectors consist of hospitality and tourism (14%), education (12%), and construction and maintenance (11%) and health and wellness (8%). The largest number of residents earn their livings through a wide variety of professional services (33%).

Table 4-4: Professions of Fayston Residents

Field	Full-Time	Part-Time	Total
Arts	5%	8%	6%
Construction/Maintenance	13%	4%	11%
Education	9%	17%	12%
Health/Wellness	8%	8%	8%
Information Technology	5%	2%	4%
Retail	2%	0%	1%
Hospitality & Tourism	13%	17%	14%
Real Estate	3%	6%	4%
Other Professional Services	34%	31%	33%
Other Trade Services	5%	2%	4%
Other	4%	6%	4%
Total	100%	100%	100%

Source: 2006 Fayston Town Survey

4.2.7 Work Locations of Fayston's Employed Residents

Nearly two-thirds of the full-time employees work in the Mad River Valley (see Table 4-6). The largest numbers work in Waitsfield (25%), followed by Fayston (23%). Beyond the Valley, the largest numbers work in Waterbury (10%), Montpelier (8%), and Burlington (8%).

Table 4-5: Work Locations of Full-Time Employed Residents

	Percent
Waitsfield	25%
Fayston	23%
Warren	9%
Throughout Valley	8%
Subtotal: Mad River Valley	75%
Waterbury	10%
Montpelier	8%
Burlington	6%
Berlin	3%
Calais	2%
Middlebury	2%
Williston	2%
Multiple Towns Beyond Valley	2%
Other	8%
Total	100%

Source: 2006 Fayston Town Survey

Part-time jobs held by Fayston residents are very highly concentrated in the Mad River Valley– approximately 82% (see Table 4-7). The largest numbers of part-time jobs are in Fayston (45%), followed by Waitsfield (16%), and Warren (11%). The largest numbers of part-time jobs outside of the Valley are in Waterbury (11%) and Montpelier (7%).

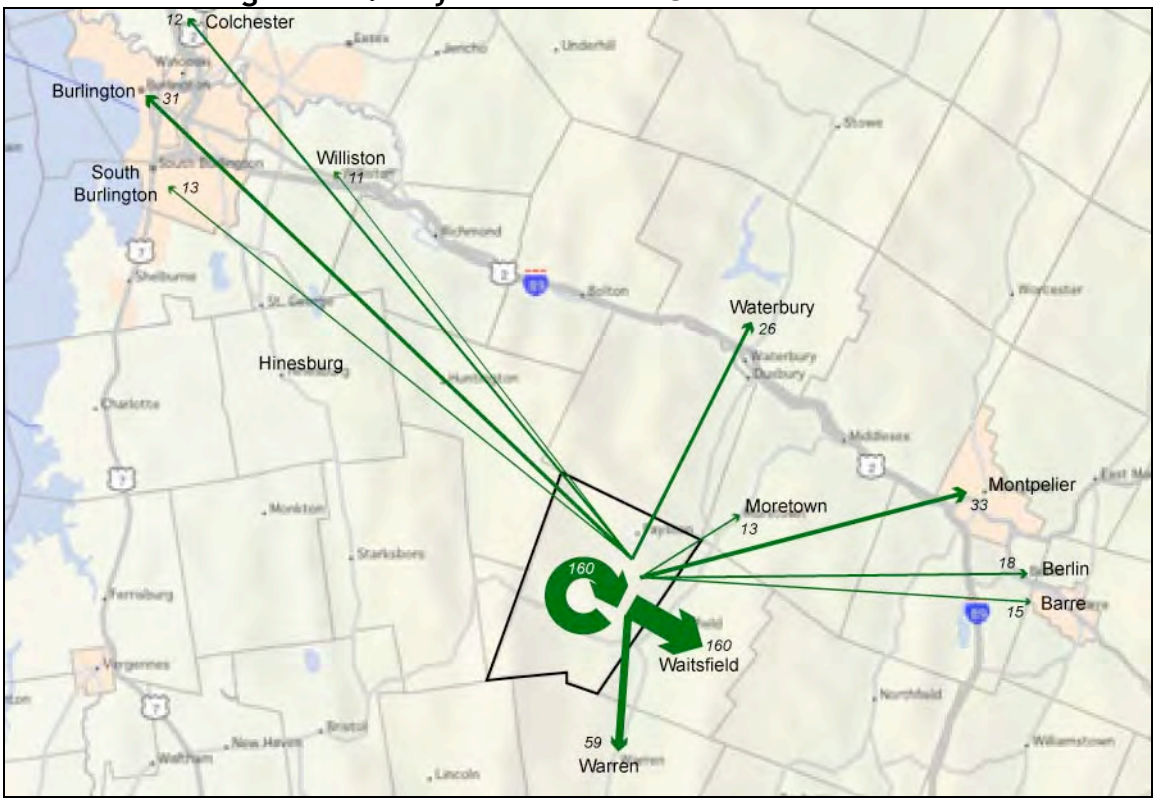
Table 4-6: Work Locations of Part-Time Employed Residents

	Percent
Fayston	45%
Waitsfield	16%
Warren	11%
Throughout Valley	9%
Subtotal: Mad River Valley	82%
Waterbury	11%
Montpelier	7%
Other	14%

Source: 2006 Fayston Town Survey

These 2006 survey responses are generally consistent with the work trip patterns reported in the 2000 US Census (see Figure 4-7), and indicate that significant shifts have not occurred between 2000 and 2006.

Figure 4-7: Fayston Resident Commute Patterns

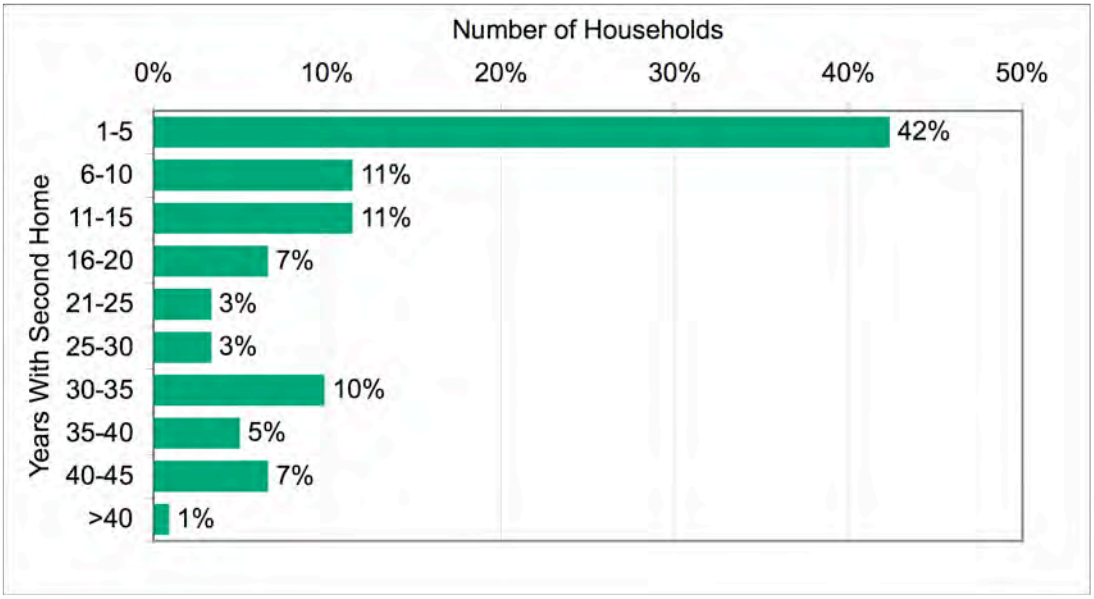


Source: 2000 US Census

4.3 PART-TIME RESIDENTS

Fayston has approximately 1,000 part-time residents who own second homes. As with full-time residents, the largest proportion of part-time residents have come to Fayston fairly recently. Over half (53%) have had their second homes for 10 years or less, 28% have had second homes for 11 to 20 years, and 29% have had second home for more than 20 years (see Figure 4-8).

Figure 4-7: Part-Time Residents: Years with Second Homes



Source: 2006 Town Survey

The largest number of part-time residents live full-time in Massachusetts, followed by Connecticut, New York, and New Jersey (see Table 4-8).

Table 4-9: Part-Time Residents: Home States

Home State	Percent
Massachusetts	31%
Connecticut	16%
New York	16%
New Jersey	11%
Vermont	9%
Florida	5%
Rhode Island	3%
Pennsylvania	2%
Other	8%

Source: 2006 Town Survey

Part-time residents spend most of their time here in the winter (an average of 14 days per year), followed by summer (9 days), spring (8 days), and fall (7 days).

4.4 FAYSTON EMPLOYMENT

Throughout its history, Fayston has supported land-based businesses, particularly logging, mining, and farming. As in other "hill towns" in Vermont, the availability of more readily farmed land elsewhere and changes in the dairy industry led to the closure of all of Fayston's dairy operations by 1986.

Today, there are approximately 425 jobs in Fayston. Of these, 172, or 40%, are held by Fayston residents who are self-employed, 38, or 9%, by Fayston residents who are home-based employees of companies that are based elsewhere, and 148, or 35% are more "traditional" jobs where employees work for employers based in Fayston.

4.4.1 Home-Based Employment

The most significant "growth industry" in Fayston's economy may be in self-employment and home-based businesses. Although data on these jobs is limited, the 2006 Town Survey indicates 40% of the town's workers now work in home-based employment, and that another 9% telecommute. These figures indicate that the town's population is becoming less dependent upon "traditional" employment.

4.4.2 Covered Employment

Jobs in "Covered" Employment are more traditional jobs in which employees work for employers.[1] Just over half of the jobs in Fayston (51%) are in covered employment, and most of these are in very small businesses (see Table 4-9). The largest single employer is the Fayston Elementary School, with approximately 20 employees. Aside from the school, most of the covered employment is in leisure and hospitality (tourism), services, and construction.

While Fayston residents have relatively high average incomes, this is because large percentages are self-employed or earn their incomes elsewhere. Many of the covered employment positions are seasonal and/or part-time, and while the pay levels in these jobs has been increasing, they significantly lag behind pay levels for covered employment elsewhere in Washington County and Vermont (see Table 4-10). The one exception is professional and business services, where annual incomes significantly exceed county and state averages.

[1] The termed Covered Employment refers to the fact that employees in these business are "covered" with unemployment insurance.

Table 4-9: Fayston Jobs in Covered Employment (2005)

	Number of Businesses	Number of Employees	Average Number of Employees
Construction	7	19	2.7
Services			
Information			
Professional and business services	9	19	2.1
Education and health services			
Leisure and Hospitality	6	89	14.8
Other services			
Subtotal	23	170	7.4
Local government (includes school)	1	26	26.0
Total	31	215	6.9

Source: Vermont Department of Employment & Training

Table 4-9: Annual Wages for Covered Employment

	2000	2005		
	Fayston	Fayston	Washington County	Vermont
Construction	$23,682	$27,042	$34.230	$36,322
Services				
Information				
Professional and business services	$33,499	$52,249	$37,013	$41,670
Education and health services				
Leisure and Hospitality	$9,955	$13,869	$15,570	$16.262
Other services				
Subtotal	$20,653	$23,839		
Subtotal	$20,577	$24,157		
Local government (includes school)	$18,018	$26,657	$28,225	$30,559
Total	$20,134	$24,464	$32,453	$34,119

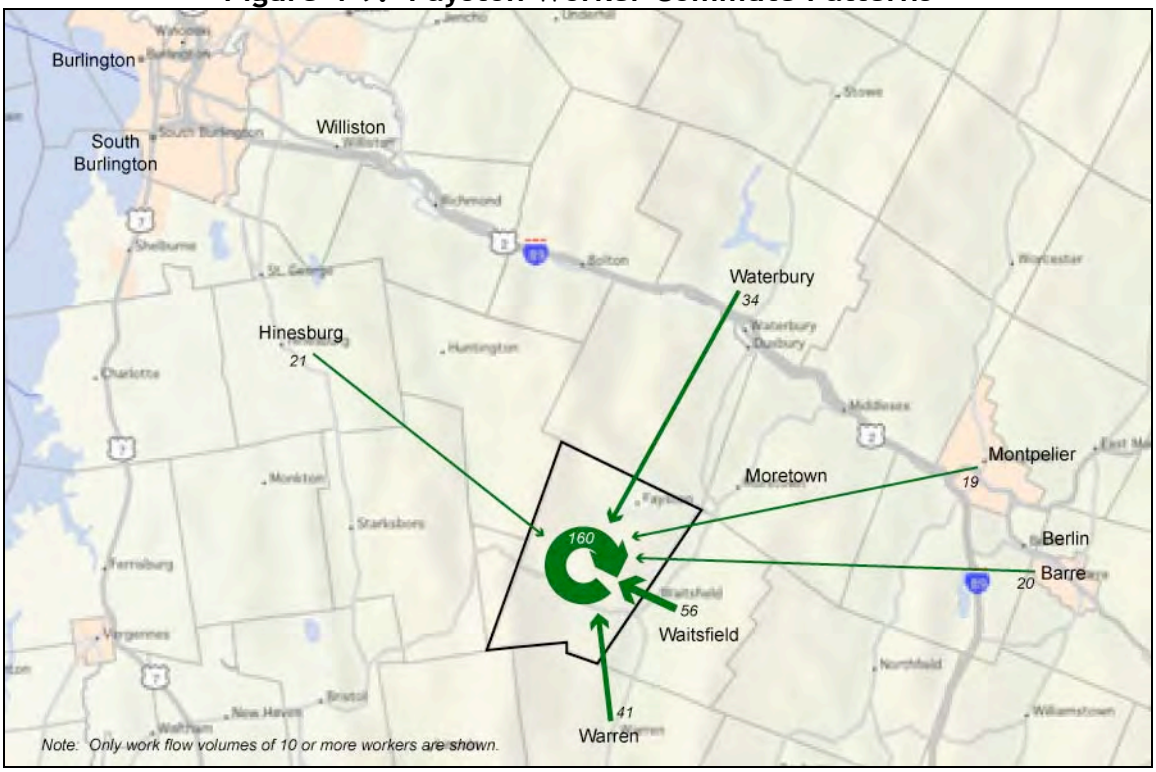
Source: Vermont Department of Employment & Training

The lowest wages are in leisure and hospitality, which in Fayston, are generally tourism-related jobs. Average annual wages for these positions, many of which are part-time and seasonal, were less than $14,000 per year in 2005. These low wages indicate that increases in tourism will increase demands for workforce housing.

4.4.3 Home Towns of Fayston Workers

Based on the 2000 US Census, 40% of Fayston's workers live in Fayston and 60% commute from other communities. Of those who commute from outside of Fayston, the largest numbers commute from Waitsfield, Warren, and Waterbury (see Figure 4-9). With the exception of Waterbury, relatively few Fayston workers commute from outside of the Mad River Valley.

Figure 4-9: Fayston Worker Commute Patterns



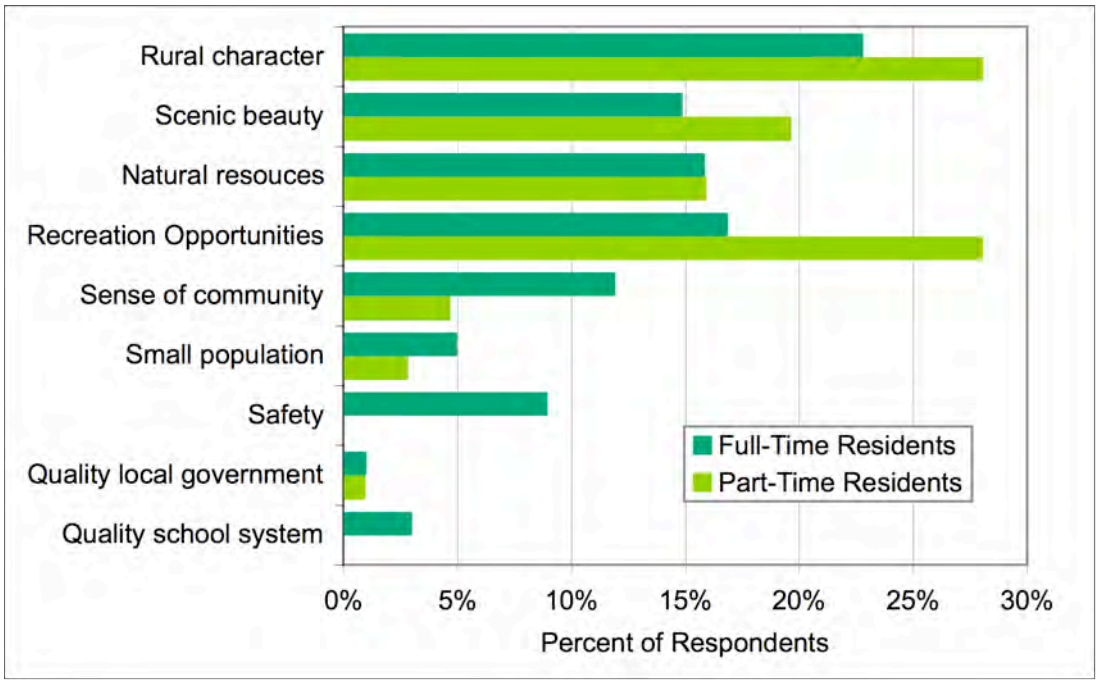
Source: 2000 US Census

The 2006 Town Survey indicates that, due to growth in self-employment and home-based occupations, the percentage of residents that work in Fayston has increased from 40% in 2000 to up to 49% in 2006. This trend has mitigated some of the travel and traffic increases that would have otherwise occurred.

4.5 POPULATION GROWTH AND BUSINESS DEVELOPMENT

As the town's population continues to grow, pressure has increased the demand to use more of the town's land for housing and business development. At the same time, forest land continues to contribute to the Town's economic health by providing for scenic quality, recreation opportunity, and sustainable forestry. Forest land also contributes to the Town's seasonal and year-round residential growth: both seasonal and year-round residents reported in the Town Survey that the Town's rural character, scenic beauty, natural resources, and recreation opportunities, all tied to the forested landscape, are the town's greatest assets (see Figure 4-10). While the majority of Fayston's jobs and workers are no longer tied directly to the land for their livelihood, the link is still very strong.

Figure 4-10: Fayston' Most Important Asset



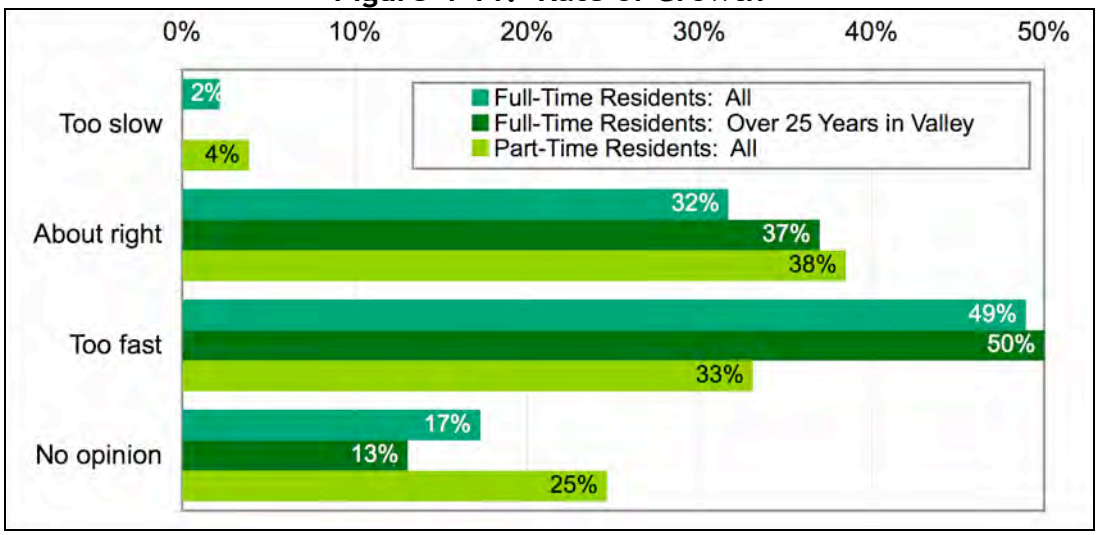
Source: 2006 Town Survey.

4.6 RESIDENT ATTITUDES ON GROWTH

It was only in 1990 that Fayston's population exceeded its previous historical population high of 800 residents in 1860. However, since that time, the population has grown by nearly 50%, and Fayston is now one of the fastest growing communities in Central Vermont. Increasing subdivision activity, the increasing availability of at-home work options, a revitalization of Sugarbush, and growth in the region's largest employment center in Chittenden County, are likely to continue to fuel this growth.

There are significant concerns about this growth and how it should occur. The 2006 Town Survey indicates that the largest percentage of full-time residents believes that Fayston is growing too rapidly: 49% believe that the town is growing too rapidly, 32% believe that the town is growing at about the right rate, 2% believe that it is growing too slowly, and 17% did not have an opinion about the rate of growth (see Figure 4-11). There are few differences between the attitudes of long-time residents and newer residents.

Figure 4-11: Rate of Growth

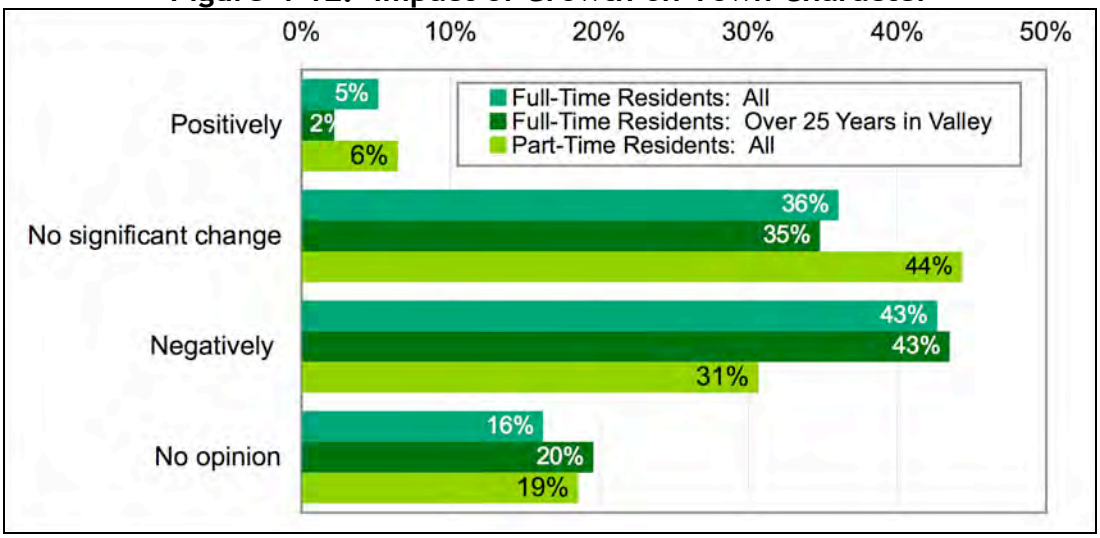


Source: 2006 Fayston Town Survey

Part-time residents, however, are less concerned about the town's rate of growth. Approximately 38% of part-time households believed that the rate of growth is about right, 33% believe that it is too fast, and 4% believe that it is too slow. One-quarter have no opinion on the subject.

The largest percentage of full-time residents (43%) believes that growth has had a negative impact on Fayston's character. Slightly over a third (36%) believe that it has had no significant impact, 16% have no opinion, and only 5% believe that growth has had a positive impact. As with opinions on the rate of growth, there is no significant difference between the opinions of long-time residents and all residents (see Figure 4-12).

Figure 4-12: Impact of Growth on Town Character



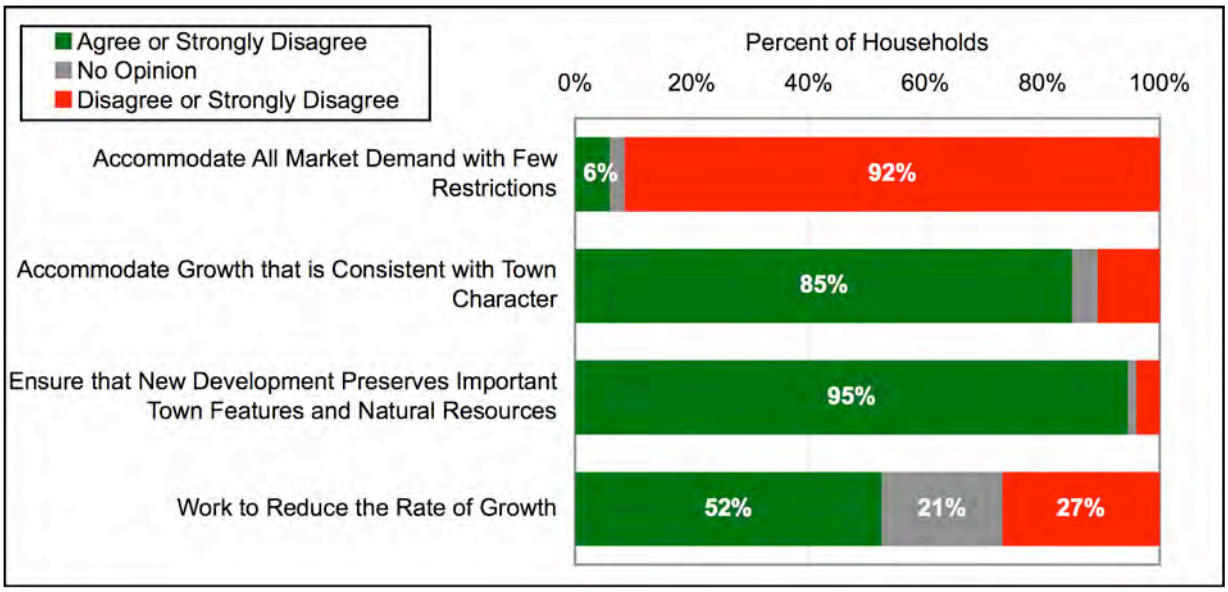
Source: 2006 Fayston Town Survey

Consistent with their attitudes on the rate of growth, fewer part-time residents view the impact of growth as negatively as full-time residents. The percent who believed that growth has had a

negative impact (43%) was slightly exceeded by those who believe that growth has not had a significant impact (44%). Nineteen percent do not have an opinion on the impact of growth, and only 6% believe that growth has had a positive impact.

While there are significant concerns about growth, a large majority of Fayston's residents believe that growth that is consistent with the town's character should be accommodated (85%), and that the town should not accommodate all market demand with few restrictions (92%) (see Figure 4-13). A very large majority also believes that new development should preserve important town features and natural resources (95%). A majority (52%) also believes that the town should work to reduce the rate at which growth is occurring.

Figure 4-13: Attitudes on Growth and Development: All Full-Time and Part-Time Residents



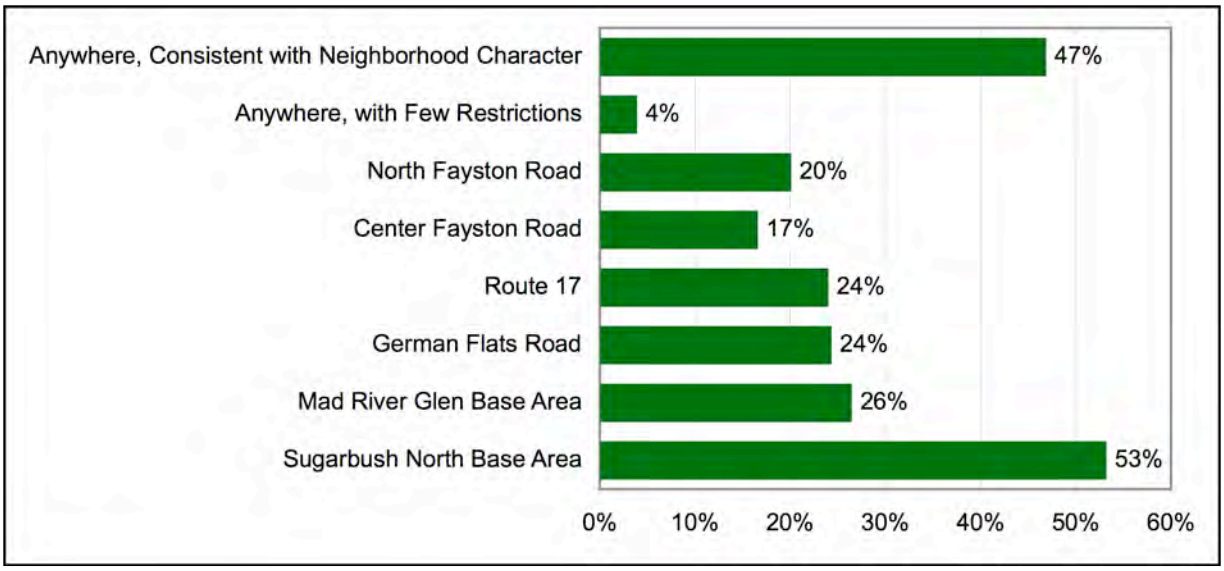
Source: 2006 Fayston Town Survey

These attitudes are very consistent among full-time residents and part-time residents. Among full-time residents, there is also a very high level of agreement between long-time residents (those living in the Mad River Valley for 25 years or more) and newer residents.

4.6.1 Appropriate Areas for Residential Development

While there is a large degree of concern about development, a large majority of residents (91%) in the survey believe that there are appropriate areas for development. However, there is a wide disparity of views on where those areas are. The most common responses were the Sugarbush North base area (53%), and anywhere in town, consistent with neighborhood character (47%) (see Figure 4-14). Approximately one-fifth to one-quarter listed North Fayston Road, Center Fayston Road, Route 17, German Flats Road, and the Mad River Glen base area. Only 4% believe that development is appropriate anywhere with few restrictions, and 2% listed other areas.

Figure 4-14: Most Appropriate Areas for Residential Development: All Residents



Source: Fayston Town Plan.

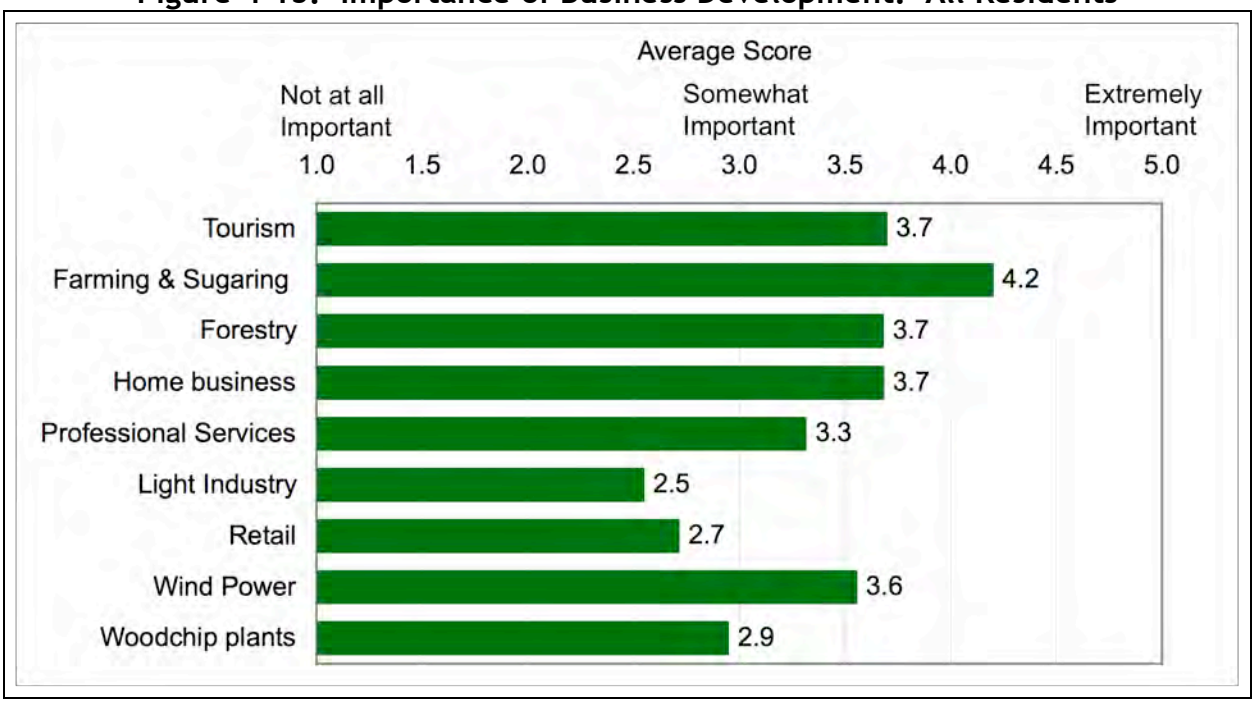
4.6.2 Business Development and Appropriate Areas

Fayston residents believe that it is important to encourage certain types of business development. When asked to rate the importance of certain types of business development on a scale from 1 to 5, with 1 being "not at all" important and 5 being "extremely" important, residents gave the highest levels of support to farming and sugaring (4.2 out of a possible 5) (see Figure 4-15). The next most supported types of business were tourism, forestry, and home businesses (all of which were rated 3.7 out of a possible 5). The types of businesses that rated the lowest were woodchip plants (2.9), retail (2.7), and light industry (2.5).

As with most other issues, there are few differences between the opinions of full-time residents and part-time residents. The largest differences were that part-time residents believed that it was somewhat less important to encourage business development, with the largest differences with respect to wind power, and woodchip plants.

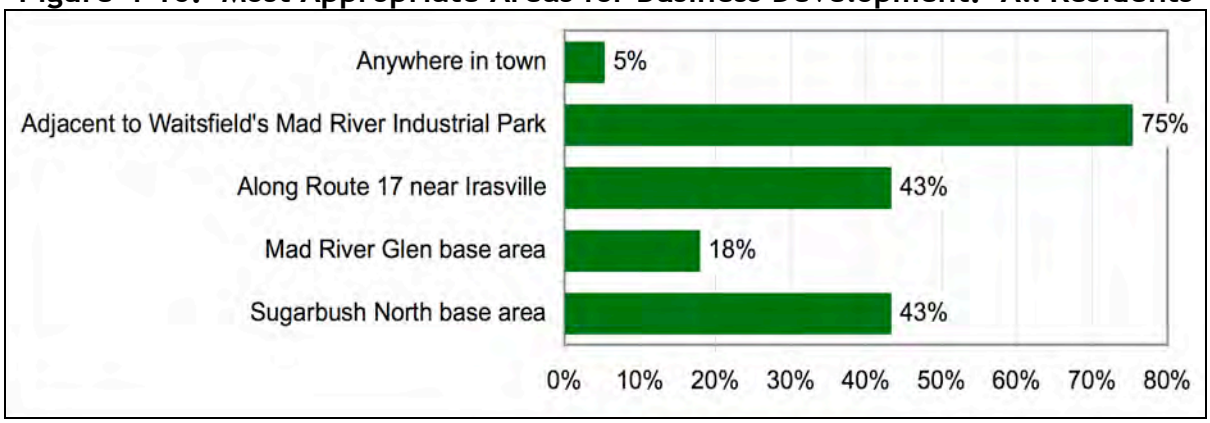
The area that received, by far, the highest level of support for business development was adjacent to Waitsfield's Mad River Industrial Park (75%), followed by the Sugarbush North base area (43%) and along Route 17 (43%) (see Figure 4-16). Support for business development adjacent to the Mad River Industrial Park was uniformly high among full-time and part-time residents (see Table 4-16). However, part-time residents support development at the Sugarbush North base area to a much lesser extent than full-time residents (34% versus 51%). Very few support commercial development "anywhere in town."

Figure 4-15: Importance of Business Development: All Residents



Source: Fayston Town Plan

Figure 4-16: Most Appropriate Areas for Business Development: All Residents



Source: 2006 Fayston Town Survey.

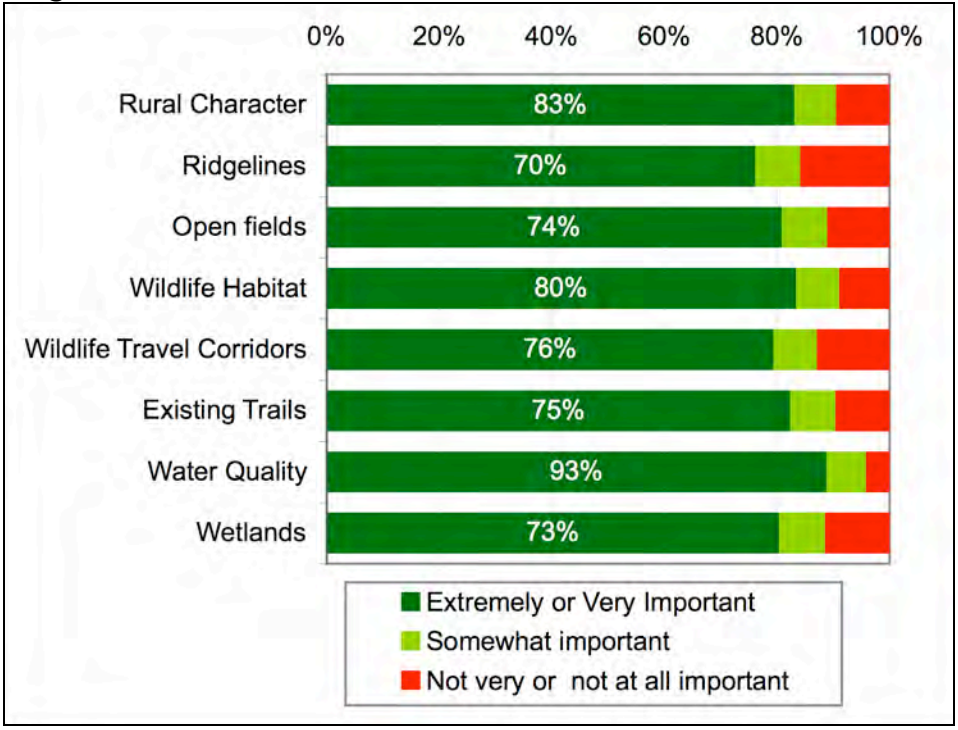
4.6.3 Preservation/Areas Where Development Should be Restricted

Fayston residents are very preservation-minded. Very large majorities of both full-time and part-time residents believe that it is either very or extremely important to preserve the town's natural resources.

Of all full-time residents, 70% to 93% of residents believe that it is very or extremely important to preserve rural character, ridgelines, open fields, wildlife habitat, wildlife corridors, water quality, and wetlands (see Figure 4-17). By category, only 4% to 14% believed that it was either "not very" or "not at all" important to preserve rural character or natural resources. Water

quality, rural character, and wildlife habitat received the highest levels of support. In each of these categories, 80% or more of the survey respondents believed that preservation was either very or extremely important.

Figure 4-17: Preservation Attitudes: All Full-Time Residents

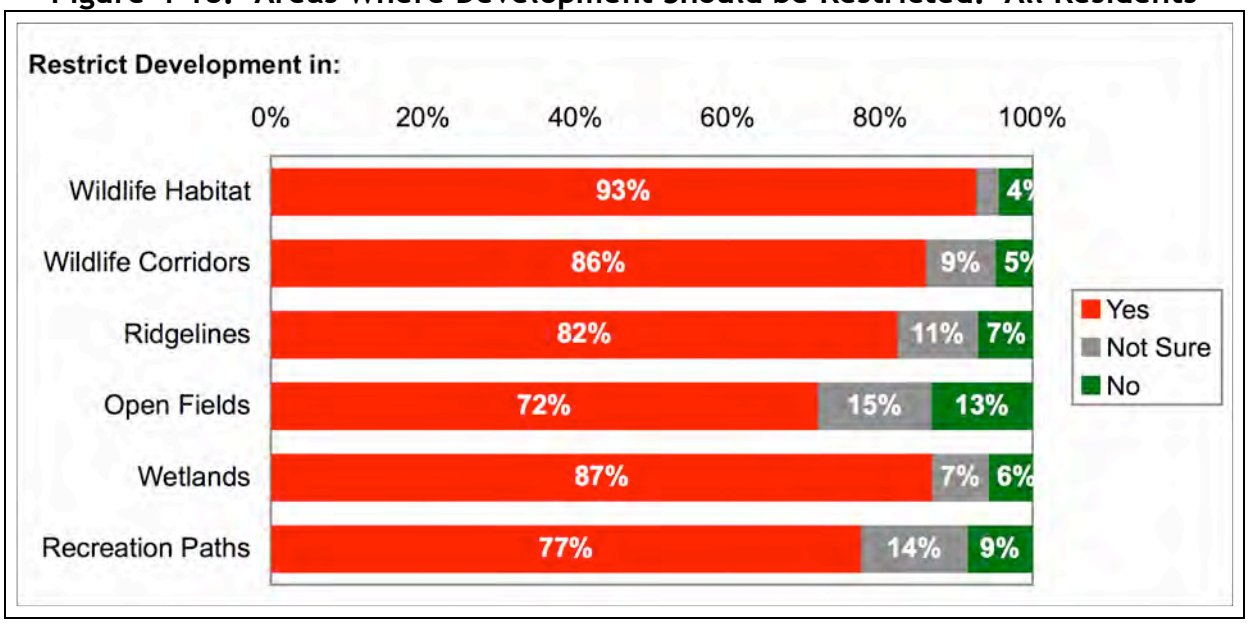


Source: 2006 Fayston Town Survey.

The attitudes of part-time residents are similar to those of full-time residents in that there are very strong levels of support for preservation of rural character and natural resources. By category, 68% to 95% believed that preservation was either very or extremely important, and only 4% to 11% believed that it was either not very or not at all important. The qualities that received the highest levels of support from part-time residents were the preservation of water quality (95%), rural quality (87%), and ridgelines (81%).

Fayston residents believe strongly that development should be restricted from certain areas. Very large majorities believe that development should be restricted in wildlife habitat, wildlife corridors, on ridgelines, in open fields, wetlands, and from recreation paths (see Figure 4-18). The strongest feelings were to restrict development in wildlife habitat (93%), wetlands (87%), and wildlife corridors (86%).

Figure 4-18: Areas Where Development Should be Restricted: All Residents



Source: 2006 Fayston Town Plan

As in most other matters, there are no large differences in opinions between full-time residents and part-time residents, or between long-time residents and newer arrivals. However, long-time residents have somewhat stronger views on development in open fields (both for and against, and fewer not sure), and are somewhat less opposed to development in wetlands.

Part-time residents generally feel even more strongly than full-time residents, especially with respect to the protection of wildlife habitat (95%), ridgelines (89%), wetlands (89%), recreation paths (85%), and wildlife corridors (85%).

4.7 POPULATION AND EMPLOYMENT GOALS AND OBJECTIVES

Goal 4.1: Ensure that residential and business development is compatible with the town's character and protects its natural resources.

Objectives:

1. Ensure that new residential and business development will be compatible with the character of the neighborhood or area in which it will be located.
2. Ensure that new development preserves Fayston's rural character and natural features such as ridgelines, open fields, wildlife habitat, wildlife corridors, water quality, and wetlands.
3. Ensure that residential and business development does not erode recreational opportunities (hiking, biking, walking, backcountry skiing, snowmobiling, hunting; etc.)
4. Support continued use of Irasville/Waitsfield Village as Fayston's de-facto town center.

Goal 4.2: Accommodate a moderate rate of population growth.

Objectives:
1. Work cooperatively with other towns in the Mad River Valley and Central Vermont to plan for population growth in order to accommodate the subsequent demand for housing, economic opportunity, and community services.
2. Manage growth to ensure the adequacy of roads, services and facilities, and to protect the town's significant natural and cultural resources.
3. Review and adjust population projections on a regular basis.

Goal 4.3: Encourage businesses activities that are compatible with and complimentary to Fayston's rural character.

Objectives:
1. Promote a diverse local economy characterized by varied employment and entrepreneurial opportunity.
2. Support and promote self-employment and home-based employment.
3. Encourage the development of sustainable land-based economic activities (farming, forestry, forest product manufacturing, etc.)
4. Support tourism that is based on the area's natural, recreational, cultural, and ecological assets.
5. Encourage the location of commercial activities along Route 17 near Irasville, at the Sugarbush Mount Ellen base area, and adjacent to Waitsfield's Mad River Park,

Goal 4.4: Support local and regional economic initiatives.

Objectives:
1. Support the Irasville Master Planning initiative with the Town of Waitsfield to encourage the location of businesses in the Irasville Growth Center.
2. Support Sugarbush's efforts to redevelop its base areas.
3. Support business initiatives and events that enhance the Mad River Valley's attractiveness and high quality of life.
4. Support the Central Vermont Economic Development Corporation and encourage that entity to become more responsive to the Town's economic development needs.

5 Land Use

5.1 INTRODUCTION

Land use is an important issue in Fayston, and the entire Mad River Valley. Land use decisions affect the quality of life, the character of the community, environmental health and the value of property. Thus these decisions are a legitimate public concern. Balancing the needs and rights of individual property owners with the increasing pressures to protect the Town's scenic quality, natural environment, and public safety, will continue to be a significant challenge for the Town.

The scenic and rural quality of the Town is highly valued by residents and visitors and is considered one of the Town's main assets. Fayston is primarily rural in character, much of the landscape is mountainous, and it remains largely forested. The nature of the terrain has limited potential development, however at lower elevations the demand for building lots has increased significantly. Development concentrations are now found along German Flats Road, Center and North Fayston Roads, Kew-Vasseur and Bragg Hill, with new lots being created throughout Fayston.

The 2006 Town Survey indicates that residents feel strongly about preserving the high quality of the rural landscape, and are concerned about environmental protection and the impact of future development on the Town. As described in Chapter 4, a large majority of residents believes that Fayston should reasonably restrict how development should occur, the town's important features and natural resources should be preserved, and development should be restricted from sensitive areas.

In the 1999 Fayston Town Meeting Survey, the two most important planning goals cited were, preserving the visual and scenic quality of the Town, and protection of water, wildlife and other environmental resources. Similarly, the Fayston Town Survey 2006 reveals that for full-time and part-time residents, the four top assets are the town's rural character, its scenic beauty, its natural resources and its recreational opportunities. This comes at a time when Fayston is one of the fastest growing towns in the County, showing a population increase of thirty-five percent between 1990 and 2000. Fayston's proximity to the ski areas and to the job markets of Montpelier/Barre and Burlington, combined with its rural landscape and quality of life, continue to increase development pressures. Care must be taken to safeguard the environment that makes the Town so attractive to home-buyers.

The Town anticipates that residential growth will continue. It is very likely that the demand for development in the near future will be similar to what has been built over the last five years: single-family homes on several acres or more.

5.2 CURRENT LAND USE

Current land use and development in Fayston largely reflects the fact that much of the town consists of high elevation, forested land, with steep slopes and shallow soils. These constraints are reflected in the delineation of the Town's established zoning districts. Fayston has a widely distributed residential development, and very limited commercial activity. Existing commercial development is concentrated along Route 17, and adjacent to the Ski resorts. Agriculture, which once played an important role in Town, is now limited and more diversified. There are also some areas of pastureland that remain in North and Center Fayston.

The principal economic activity of the Town occurs at the two major ski resorts near Route 17 in South Fayston, Mt. Ellen and Mad River Glen. The southern section of town has historically been the focus of development, and there is still potential for expansion along the German Flats Road. North Fayston continues to experience much of the Town's recent residential development due to its relative proximity to I-89 and the employment centers of Waterbury, and Montpelier, and to a lesser degree Burlington. Fayston continues to see an increase in home-based businesses. Because of terrain and Valley-wide development trends, Waitsfield Village and Irasville serve as the principal shopping and business centers for Fayston residents. The Town does have a very small commercial district adjacent to Irasville, but realistic commercial development is hindered by the small size, extensive wetlands and current residential use of this district.

5.2.1 Conserved Lands

Results of the 2006 town survey indicate that maintaining Fayston's traditional, rural character is a priority for Fayston residents. A fundamental component of rural landscapes is large tracts of open and/or forested land. Conserving open and forested lands is commonly achieved through the use of conservation easements. A conservation easement is a voluntary legal agreement between a landowner and a qualified conservation organization such as a land trust or a government entity. An easement permanently limits a property's uses in order to protect the natural resource value of the land.

There are currently 17 parcels of conserved land accounting for 4,647 total acres or 19 percent of the total land base in town (Figure 5-1). Of these conserved parcels 14 are privately owned and four are publicly owned. The publicly owned parcels include the Camels Hump State Park (including the Phen Basin parcel), the Howe Block State Forest, the Huntington Gap Wildlife Management Area and the Chase brook parcel owned by the Town.

See Map 7 for Conserved Lands.

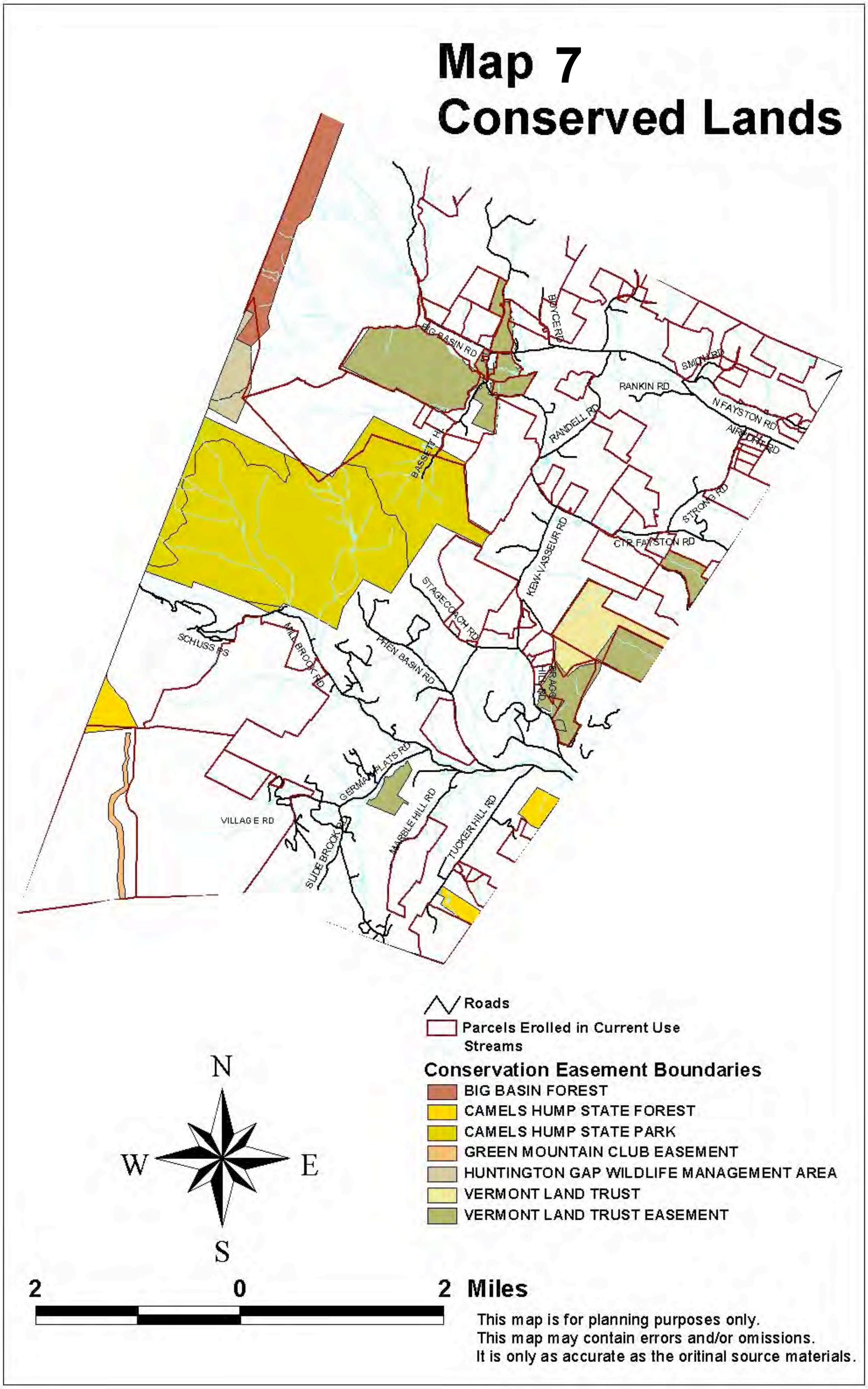

Map 7
Conserved Lands
Roads
Parcels Erolled in Current Use
Streams
Conservation Easement Boundaries
BIG BASIN FOREST
CAMELS HUMP STATE FOREST
CAMELS HUMP STATE PARK
GREEN MOUNTAIN CLUB EASEMENT
HUNTINGTON GAP WILDLIFE MANAGEMENT AREA
VERMONT LAND TRUST
VERMONT LAND TRUST EASEMENT
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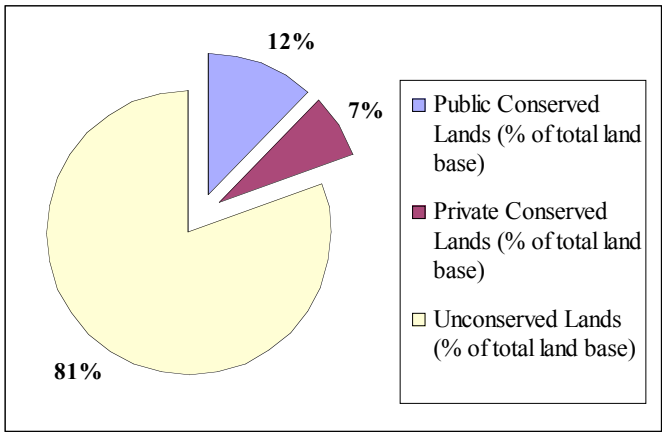
Figure 5-1: Current Land Use



In 1995 the 2,695 acre Phen Basin tract of forest encompassing the west-central section of Fayston was acquired by the Vermont Agency of Natural Resources (ANR). Phen Basin was formerly owned by American Wilderness Resources, Inc., which liquidated most of its holdings in the Valley in the mid-1990s. The Vermont Land Trust and the Vermont Housing and Conservation Board co-own a conservation easement on the parcel.

Phen Basin now provides an area of large-scale forest management, segments of the Long Trail system, Catamount Trail and VAST trails, an excellent habitat for such deep woods species of wildlife as Black Bear, two significant beaver maintained wetland complexes and an important visual resource, as it has ensured the permanent protection of a large stretch of Green Mountains ridgeline. A long-range management plan was completed in March 2002 by ANR's Department of Forests, Parks and Recreation to assure that these values are maintained over time.

In 2005, Fayston, with the Vermont Land Trust, acquired the 72 acre Chase Brook/Snow Ridge parcel. The project was facilitated by the Mad River Watershed Conservation Partnership and received financial support from a myriad of individuals, non-profit organizations and businesses. The 72-acre parcel on German Flats Road along the Chase Brook contains key sections of both the Millbrook Trail and the Catamount Trail, along with several other informal neighborhood trails. These trails are popular with cross-country skiers, snowshoers, mountain bikers, and hikers of all ages.

The parcel is also significant due to its close proximity to the Fayston School. There is interest in using the property in conjunction with various school programs including the Four Winds Program (formerly known as the Environmental Learning for the Future (ELF) program) and the Winter Sports Program. Approximately one half of the property is deer wintering habitat. It is an important link in wildlife travel corridors between Camel's Hump State Forest & forestlands to the west and has 3,400 feet of frontage on Chase Brook.

Land conservation can be an important non-regulatory tool for conservation of wildlife habitat, agricultural and forestry resources, and providing opportunities for outdoor recreation and educational opportunities in Fayston. As demonstrated by the Chase brook project, partnering in these opportunities can bring successful results. The Mad River Watershed Conservation

Partnership and other organizations both inside and outside the valley can play key roles in bringing conservation projects to fruition. Fayston should consider taking advantage of land conservation opportunities as they arise.

Privately owned parcels that have been permanently conserved include The Knoll Farm and the Brightenbeck properties which total 400 acres of rolling meadows and woodland, the 171 acre Farnsworth property, the 65 acre Quackenbush property and a cluster of seven parcels in North Fayston that make up 652 acres.

In addition to the lands that are under conservation easements, there are 2,760 acres within the Big Basin Forest, which is privately-owned by a private trust. The Big Basin forest is managed for sustainable timber harvest but there are no permanent protections from development.

Restricted subdivisions, which allow no further subdividing of properties account for approximately 296 acres. There are also 9,997 acres in the current use program, which are in agricultural use such as maple sugaring, hay meadows and forestry.

The large tracts of undeveloped, forested and mountainous land in Fayston provide recreational benefits to residents and enhance the scenic beauty of the town. Many wildlife species live here, including large, deep-woods animals such as black bear, deer, moose, fisher and bobcat. Sixty seven percent of respondents to the 2006 survey would support the establishment of a conservation fund as a way to protect land. The Town has recently established a FNRC, which is an advisory board. The establishment of a conservation fund may be something that the Committee may want to look into as a way to further conservation efforts.

5.2.2 Scenic Quality

The scenic quality of the area is extremely important. Fayston is composed of steep-sided hills and valleys, upland plateaus, fields, forest, mountain streams and small winding roads. The beauty of the surrounding landscape contributes greatly to the local economy and the quality of life in Town. It is the primary reason for attracting high value vacation home development to the area. Fayston has been able to maintain the scenic quality of the Town because recent development has been primarily low density, often set well back from roads. Further development along Town roads should be carefully considered so that the mixture of views, open fields, forest and existing buildings does not become overpowered by new development.

A variety of tools are available for protecting and enhancing the quality of the landscape. Design-oriented measures can be used along rural roads to reduce the impact of new construction; these include minimal removal of buffer zones and landscaping in conjunction with new structures built along all roads. Limiting development can be effective in protecting environmentally-sensitive areas. Potential methods include: prohibiting development on slopes over twenty-five percent gradient, allowing only limited development on slopes between fifteen and twenty-five percent gradient, and prohibiting most development above 2,500 feet elevation. The Town may want to consider establishing a ridge-line/steep slope overlay district. And to

protect open fields, the Town may want to consider encouraging development to be done in a way that locates buildings at the edge of the field or in the wooded portion of the property.

Non-regulatory measures include working with private organizations such as the Vermont Land Trust to provide opportunities for maintaining open land through the donation of conservation easements. There are significant federal tax incentives for such donations. State tax incentives are also available to qualified agricultural and forest landowners through the Use Value Appraisal Program, also known as Current Use. The Town may also consider offering incentives to maintain open land through a tax stabilization agreement with owners of such land, encourage the use of the transfer of development rights provision of the Fayston Zoning Ordinance adopted in 1991 or may choose the outright purchase of development rights.

5.2.3 Agricultural Lands

Fayston's mountainous terrain and lack of abundant productive soils limits agricultural activity in Town. Combined with other socio-economic factors such as the strength of the tourist and second home industries this fact resulted in a drastic reduction of farms in Fayston. Hill farms were once common but no dairy farms remain today. There are still small produce, maple sugaring, greenhouse, hay production and cattle operations scattered throughout the Town but for the most part Fayston is much less of an agricultural community than its neighbors Waitsfield and Warren. However, awareness of the importance of locally produced foods is on the rise and several new agricultural endeavors in Fayston may signal a re-emergence of agriculture as a significant part of Fayston's economy.

The economic viability of agriculture is of course dependent upon the availability of suitable farmland. As discussed in section 3.5.3 of the Natural Resources Chapter, NRCS soils maps identify 78 acres or 0.3 percent of Fayston's soils as prime and 1,535 acres or 6.5 percent of Fayston's soils as statewide agriculture soils (see Map 4).

Unlike neighboring towns, Fayston is almost completely forested and has very little land in open fields. Much of the land that had been used for grazing or agriculture has been allowed to grow back into forest over the past 30 years or else has been developed for residential use. The few tracts of open pasture and agricultural land that remain in the Town are highly visible from scenic roads and other vantage points. These lands are also among the most scenic elements of the Town's landscape, characterized by exceptional views. As such, they are highly desirable for residential development. Statewide agricultural soils are finite and have been designated a state resource. Efforts to maintain Fayston's agricultural land base should focus, in part, on protecting its statewide agricultural soils to ensure their availability for future agricultural enterprises.

5.2.4 Silviculture

Fayston's extensive forest resources provide many benefits to residents, visitors, workers and the ecosystem of the Mad River Valley and preserving them will prove challenging as Fayston develops.

Fayston's woodlands are all second growth, with a few possible stands of virgin timber on some of the steeper mountain slopes and, like most of Vermont's forest areas, have been extensively used for lumber. While there are a few notable stands of conifers in the Town, the majority of the forest is hardwood or a mixture of hardwood and softwood. As discussed in section 3.5.2 of the Natural Resources chapter only 9 percent of Fayston's soils have moderate to very high productivity potential.

Fayston's forests are a valuable resource that provide, among other benefits, an economic return for local landowners and workers: wildlife habitat; recreation opportunities for residents and visitors; and an essential component of the Town's rural, scenic visual quality so highly prized by residents. Conservation of, and sound forest management on, public and private lands thus becomes an extremely important part of planning and growth management for the Town. Long term planning should focus on identifying and promoting sustainable practices with Fayston's most productive forest lands.

Just as protection of the visual and environmental quality of Fayston's forest resources is essential to many Town Plan goals, forestry is also an important part of Fayston's economy. The issue for Fayston's future is to encourage sound forest management of public and private forest lands in order to support local industry and provide incentives to keep large tracts of land available for recreation, wildlife habitat, and scenic enjoyment.

Generally, sound forest management plans further multiple objectives including sustainable timber production, protection of water quality, maintaining a diversity of wildlife habitat and enhancing aesthetic quality. Using uneven-aged timber cutting, on a 15-20 year cutting schedule is a common part of many forest management plans, in contrast to even-aged management which can often result in clear-cutting. Forest management plans also provide opportunities to balance timber production with recreation and wildlife protection.

5.3 DEVELOPMENT REGULATIONS

The Town uses the Zoning Ordinance, initially adopted in 1975 and most recently updated in 2004. The 2004 Land Use Regulations, adopted by the voters in November of that year, combined the Subdivision Regulations and the Zoning Ordinance as the primary tools for regulating land use.

Although many factors influence growth, development and future land use patterns, the Land Use Regulations provide the Town with the best means of achieving its land use goals. The Regulations allow for higher density development and commercial activities adjacent to the ski areas, allows for residential development in the most easily accessible areas of Town, but restricts development in less accessible or more sensitive areas such as those with steep slopes and at high elevation.

Subdivision Regulations were enacted in Fayston in 1984, primarily to insure that development conforms to the policies set forth in the Town Plan. They also provide public oversight

regarding development patterns the protection of natural resources and the scenic quality of the Town landscape. There has been concern recently over the development of land at higher elevations and its visual and environmental impact. As land at lower elevations becomes less available, there will be more pressure to develop in areas that were previously considered to be marginal. The Town should review the Subdivision regulations periodically to insure compatibility with the Town's land use goals and objectives.

5.3.1 Zoning Districts

Land use patterns in Fayston have been largely determined by the physical limitations of the landscape. There are six districts designated in the plan. Each district has a unique character, specific development standards and land use objectives. The steep slopes and shallow soils found within the Forest, Recreation and Soil Conservation Districts allow for only limited development. The Residential District accommodates most of the Town's growth. The commercial district at Irasville is small and restricted by wetlands; therefore, Fayston residents will continue to use the commercial facilities in Waitsfield for the foreseeable future.

The Town of Fayston consists of approximately 23,360 acres or 36.5 square miles. There are currently six zoning districts in Fayston.

- The **Forest Reserve District** consists of approximately 2,800 acres or 12 percent of Town land. It includes all lands above 2500' elevation.

- The **Soil and Water District** contains approximately 6,400 acres or 28 percent. All lands between the Forest Reserve District and the Rural Residential District.

- The **Recreation District**, encompassing the ski areas contains approximately 1,600 acres, or 9 percent of the total. It includes all lands bounded by the Soil and Water Conservation District, Route 17 and The German Flats Road.

- The **Rural Residential District**, contains approximately 12,000 acres, or 50 percent of Town land. It includes all lands not in the other districts. There is a proposal to rezone about 14 acres of the Kingsbury parcel of land, adjacent to the Waitsfield Industrial District, from Rural Residential to Industrial.

- The **Irasville Commercial District** contains approximately 15 acres, less than 1 percent of land. It is bordered by Waitsfield's Commercial District to the west, and the Rural Residential District to its south, east, and north.

- The **Resort Development District**, located adjacent to the town's ski areas, contains 330 acres, or 1.4 percent of the town's land. The District was recently added to the Town's Zoning Map and Land Use Regulations to accommodate increased activity and development around the ski areas. There are 2 pieces to this district, one encompassing Sugarbush North Ski Area, and the other encompassing Mad River Glen Ski Area.

See Map 8 for the Zoning Districts.
Permitted, conditional and prohibited uses for each Zoning District can be found in the Town of Fayston Land Use Regulations.

5.4 PLANNING CONSIDERATIONS

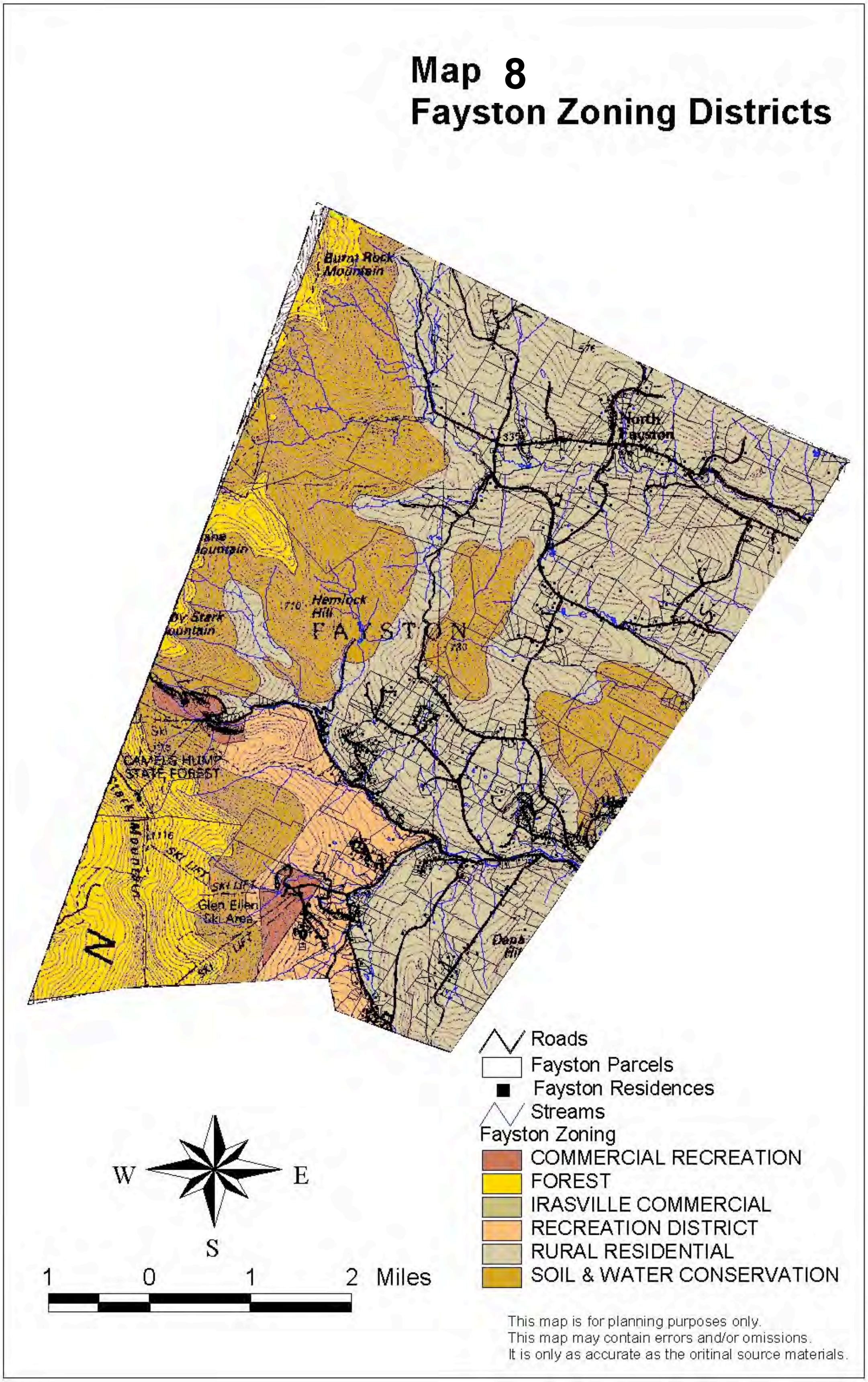
Town Ordinances should be periodically reviewed to see if they are in accordance with the Town Plan. The plan may need to be updated to address current issues such as the increase in home occupations. Due to recent residential growth, consideration should be given to adding environmental and landscape protection measures to the site planning process. Also, the Town may want to consider encouraging the preservation and expansion of a recreation trail system. The FNRC could work with land owners. In addition, new trails that connect into the system could be encouraged within development projects.

Another critical issue is wildlife habitat. As land is developed, habitat and wildlife corridors are constrained. The town should consider developing a conservation protection plan that includes a habitat map to help guide the development review process. Such a plan could inform the Development Review Board (DRB) where the habitat and corridor areas are and what the impacts would be if parts of these are lost. In the meantime, the DRB could use the Mad River Valley Planning Districts Natural Heritage Inventory and Assessment, completed in April 2007, for information to use in their reviews. They could also consider working with the landowners and developers in providing the least impact to wildlife habitat as these owners develop their site plans.

5.4.1 Future Land Use

The most significant land use trend affecting Fayston is continuing rapid population growth taking place in a Town with considerable physical limits on its development potential. The Town has experienced a thirty-one percent increase in the number of year-round housing units during the 1990's. The spread of new residential development across almost all areas of the Town rapidly consumes land by utilizing large lots, access roads and septic systems. Land could be better utilized by clustering where appropriate and feasible.

According to the 2006 Town Survey, a large majority of the town's residents believe that growth that is consistent with the town's character should be accommodated, but that the town should reasonably restrict how the development occurs. Ninety-five percent believe that new development should preserve important town features and natural resources. Very large majorities of those surveyed believe that development should be restricted from wildlife habitat, wildlife corridors, on ridgelines, in open field, wetlands and recreation paths. As the Town continues to grow, Fayston should work towards achieving a balance between providing housing for residents and the maintenance of its rural character and important resources.


Map 8
Fayston Zoning Districts
Burnt Rock Mountain
Hemlock Hill
FAYSTON
North Fayston
CAMELS HUMP STATE FOREST
SKI LIFT
Glen Ellen Ski Area
Roads
Fayston Parcels
Fayston Residences
Streams
Fayston Zoning
COMMERCIAL RECREATION
FOREST
IRASVILLE COMMERCIAL
RECREATION DISTRICT
RURAL RESIDENTIAL
SOIL & WATER CONSERVATION
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5.4.1.1 Forest District

The Forest District is characterized by scenic ridgelines above 2,500 feet in elevation that create the backdrop for the Town and the Valley. The Green Mountain skyline is one of the main attractions for people who want to invest in the community. It is important that the high visual quality of the District be protected. Additional characteristics of the Forest District include shallow soils with poor septic suitability, steep slopes, extensive wildlife habitat and large areas of productive forestland. Forestry and the construction of ponds are the only permitted uses in the District. This area has the most severe limitations for building and development; however, some conditional uses are permitted, including limited ski area operations, ski trails and telecommunications and wind energy facilities.

It is likely that the growing demand for recreation opportunities will increase pressure on the extensive, informal trail system within the Forest District. Opportunities exist for formalizing the trail system through the efforts of the Mad River Path Association, Green Mountain Club, Catamount Trail Association and other organizations. The conservation of Phen Basin by Vermont Land Trust provides approximately 2,695 acres of additional recreation land for the community. Other opportunities for protecting large areas of forestland from development may become available in the future.

There are important environmental considerations and limitations for this district. The Forest District provides large undisturbed areas of wildlife habitat for black bear, moose and bobcat that should be protected. Building on the steep slopes within the district should be discouraged because of the environmental impacts associated, such as erosion and increased stormwater runoff. The visual impact of increased development on the Town's forested hillsides should also be considered, as this could reduce the scenic and visual quality of the Town that is so important to the residents. The steep slopes and shallow soils in the Forest District make building difficult and expensive. Access to Town and Emergency Services is limited by the steep, narrow roads. The Forest District should be maintained as it is to protect forest resources and headwater streams with only limited development.

5.4.1.2 Soil and Water Conservation District

This District also has severe physical limitations for development, and any development must be sited with extreme care. Limitations in the district include slopes above thirty percent grade, shallow soils (bedrock within 3' of surface), wetlands, poorly drained soils and a significant amount of wildlife habitat. The serious environmental constraints require that only low-density development be allowed. Within the District, the minimum lot size for a single dwelling is five acres; however, some areas within the District may require as much as 25 acres to accommodate a dwelling, driveway, well and sewage disposal system. The Soil and Conservation District and the Forest District share many of the same limitations; however, in the Soil and Conservation district there is better access to services and utilities.

As in the Forest District the impact on Town Services and access to Emergency Services need to be considered. The Town should also bear in mind the further fragmentation of the landscape that could be caused by private road building and the continued creation of large residential lots.

Development in this District also has the potential to cause erosion and increased runoff. Any additional subdivisions should be sited carefully with attention given to preserving existing features, landscape protection and the potential impact on natural and scenic resources.

5.4.1.3 Recreation District

The Recreation District is located in the southwest region of the town. Concentrated development in the form of multi-family dwellings may be desirable in the vicinity of the ski resorts and may be allowed through the Planned Residential Development (PRD) provision of the Zoning Ordinance. For future development to occur in the form of a compact settlement pattern, a sewage treatment facility may be required. Such a system may have the potential for serving an area beyond the immediate base and may require disposal sites outside the Recreation District. The type and character of future development, particularly along the German Flats Road and Route 17, will have a significant impact on the scenic beauty of the area.

Currently, most commercial uses are allowed only through the Planned Unit Development (PUD) provision of the Zoning Ordinance. The PUD allows for greater flexibility in site design than would be permitted under conventional zoning. Within the PUD commercial facilities, recreation facilities and neighborhood grocery stores can be considered. Coordination between the Town, Sugarbush and Mad River Valley Planning District will continue in regards to further development at the resort. The goal is to find an appropriate balance between development and capacity at the ski areas.

An increase in either ski area activities or development patterns has warranted the addition of the Resort Development District. Given the existing constraints of steep slopes and shallow soils, much of the land in the District is difficult and expensive to develop. Through the use of the PRD and PUD provisions, development will continue to be allowed adjacent to the ski areas.

5.4.1.4 Rural Residential

The Rural Residential District covers 12,000 acres. Comprising almost fifty percent of land in Town, it is the largest of the six zoning districts. Although the entire district is treated the same in the existing Zoning Ordinance, the development pressures and trends vary among different areas within the district. Within the Rural Residential District there are distinct areas such as Mill Brook, Bragg Hill, Center and North Fayston as delineated by roads, natural features and settlement patterns. The increased demand for residential building sites has put pressure on the Town to allow development at higher elevations where shallow soils, steep slopes and accessibility may be problematic.

The portion of the Rural Residential District that lies within the Mill Brook drainage basin contains the greatest area of valley bottom and gentle slopes within the Town. This area is well served by State highways. Since it is also close to the two ski areas, past development has been characterized by a greater mix of commercial enterprises and tourist-related land uses than elsewhere in Town. Within the Rural Residential District, a variety of uses are allowed conditionally, such as (but not limited to) Bed and Breakfasts, private clubs, camps or schools, cross country ski facilities and some professional offices. The same mix of residential and commercial is found along the eastern side of the German Flats Road. Additional high-density

development, such as multi-family dwellings, may be permitted in the area through the use of the Town's Planned Residential Development (PRD) provision.

Bragg Hill offers some of the areas most stunning views. The open fields and dramatic topography make it an attractive area for residential growth. The demand for large lots with views continues to be strong, and it is likely that there will be additional residential development pressure in the area. Any additional development should be carefully planned to protect natural and aesthetic resources. Between 1994 and 2006, over 100 new parcels were created in Fayston. Approximately one third of them are located in Center Fayston. The Town has recently experienced substantial growth along Sharpshooters, Randall Roads, and German Flats Road. The wooded hillsides of the area shield much of the new residential development from view and protect the rural atmosphere.

The area of North Fayston is defined by Shepard Brook, which drains a broad basin through a narrow valley. The basin and gentle slopes of the area allow for residential development. A small, historic settlement exists adjacent to one of the town cemeteries. Between 2000 and 2006, a number of new single-family homes have been built in the area. However, as with most other areas in the Town, the development has been low-density, which has not had a significant impact on the Town's scenic quality. As development increases in this area, scenic quality will be compromised, unless the development is carefully planned. Commercial development, such as lodging is not encouraged. However, convenience services for residents may be considered.

Development in Fayston so far has left much of that character intact. It is anticipated that residential development will continue in the same pattern--single-family homes on at least several acres.

As the Town develops, it should be remembered that, according to residents, the rural character and scenic quality of the Town is an important planning goal, and the Town may want to look into ways, including the adoption of standards, that help protect these valued qualities. Also, impact on the town's road system needs to be considered. The general pattern of development should remain low-density and rural, maintaining the pattern of forested hillsides, open fields and views. Through existing regulations, the Town can encourage environmental and landscape protection during the subdivision process. Good site planning should be promoted and can be a key to protecting the Town's natural resources and scenic quality. When making development decisions, consideration should be given to maintaining existing wildlife habitat and associated corridors. The Town may want to consider adopting standards in the future to protect natural resources, including but not limited to wetlands, steep slopes, streams and ridgelines, as well as scenic resources. Other rural communities facing similar development pressures have considered requiring that environmental and landscape protection be the primary design criteria for new subdivisions.

Even with alternative system technology available, septic suitability will continue to be a determining factor in the growth and location of residential development in Fayston. The possibility of a municipal water and sewer system in Waitsfield may allow for medium density or clustered housing to be developed near the intersection of Routes 17 and 100 in the future. An

increase in home occupations indicates that Fayston should continue to revise ordinances to allow suitable businesses, while maintaining the residential character of the district.

5.4.1.5 Irasville Commercial District

Allowed in this district, as conditional uses, are a number of medium density commercial office and business activities. However, because such a small portion of the district is actually within the boundaries of Fayston, its development potential is uncertain. The types of businesses that Fayston residents feel should be most encouraged, according to the 2006 Survey, are agriculture (farming and sugaring), tourism, forestry and home businesses. They are least supportive of retail and industry.

Only 15 acres of the Irasville Commercial District are within the boundaries of Fayston. It is unlikely there will be any development for the foreseeable future. Fayston should continue to encourage the Town of Waitsfield to develop the Irasville Growth Center as the Mad River Valley's downtown commercial center.

5.4.1.6 Resort Development District

This District is intended to encourage the development of a compact, mixed use growth center at the bases of the Sugarbush (Mount Ellen Base Area) and Mad River Glen ski areas.

Development in this District should accommodate four-season resort activities, and should occur in accordance with comprehensive base area planning that establishes a clear indication of the desired and anticipated pattern of future development. The minimum lot size is ½ acre; maximum density is 4 units per ½ acre. There is no minimum setback requirement. As this area develops, there should be such considerations as an integrated street network, pedestrian orientation, shared parking, elimination of expansive surface parking lots, focal points, adequate infrastructure, and access management. Town and ski area officials should continue to work together to ensure that the future development occurs in a manner that creates a pattern and scale of development that balances the Town's planning goals with the ski areas' economic goals.

5.5 LAND USE GOALS AND OBJECTIVES

Goal 5.1 Guide land development in a manner which preserves important community resources, while encouraging a range of land uses in the appropriate locations.

Goal 5.2 Maintain a reasonable balance between community-imposed limitations on land use and the rights of individual land owners.

Objective 1: Administer and enforce land use regulations that recognize distinct districts and regulate land use activities to ensure compatibility with the purpose of the respective districts.

Implementation Strategies

a. Maintain the Forest District to protect significant forest resources and headwater streams and to limit development in areas with steep slopes, shallow soils, wildlife habitat, fragile features, scenic resources and poor access to Town roads, facilities and services.
b. Maintain the Rural Residential District to encourage low-density residential development; allowing moderate or higher-density residential development in appropriate locations and; encouraging continued agricultural and forestry practices; and preserving rural resources and natural features.
c. Carefully plan development in the North Fayston area so that scenic quality is not compromised; larger-scale commercial development that is out of context with the rural residential character of the area should not be encouraged, although convenience services for residents may be considered.
d. Maintain the Recreation District for the purpose of encouraging tourist accommodations, vacation homes, recreation and cultural facilities and winter recreation facilities, including ski resorts, in a manner compatible with the protection of the Town's rural resources.
e. Continue to work with ski area officials in the Resort Development District to ensure that the future development occurs in a manner that creates a pattern and scale of development that balances the Town's planning goals with the ski areas' economic goals; consider an integrated street network, pedestrian orientation, shared parking, elimination of expansive surface parking lots, focal points, adequate infrastructure, and access management for this district.
f. Review and revise the Town's Zoning Ordinance and Subdivision Regulations on a regular basis to identify and correct technical deficiencies, ensure compatibility with the Town Plan, and to make substantive revisions identified elsewhere in the Plan.
g. Review administration and enforcement practices related to zoning and subdivision regulations and ensure that all standards and associated permit conditions are efficiently administered and strictly enforced.
h. Refer to the goals, objectives and strategies set forth in this Town Plan during all conditional use, PUD/PRD, subdivision reviews, and all state and regulatory reviews.
i. Maintain permit tracking, record keeping and filing systems to ensure consistent and complete land use data.
j. Implement all objectives and strategies set forth in this Town Plan regarding the preservation of the Town's rural resources, natural features and the continued viability of farming and forestry.

Objective 2: Encourage the efficient use of land and inhibit the further fragmentation of Fayston's rural landscape, and ensure that development does not undermine the community's rural character and quality of life.

Implementation Strategies

a. Continue to consider taking advantage of land conservation opportunities, using such non-regulatory measures as conservation easements, tax stabilization agreements or purchase of development rights.
b. Consider using the newly established FNRC to further conservation efforts in the Town.

c. Encourage the preservation and expansion of a recreation trail system. The FNRC should work with land owners to help preserve and expand the recreation trail system within the town.
d. Development review should consider opportunities for the addition of new recreation trails that connect into the existing trail system and such trails should be encouraged within development projects.
e. Through the Fayston Land Use Regulations, require that land subdivision be designed to ensure that the pattern of future development does not adversely impact the Town's natural features, rural resources and scenic character; encourage such means as clustering, flexible development standards, limited densities and the preservation of significant features through conservation easements and/or protective deed covenants.
f. Encourage moderate density residential development in areas of the town identified as appropriate for such development in this plan.
g. In maintaining the town's agricultural land, focus efforts, in part, on protecting its statewide agricultural soils to ensure their availability for future agricultural enterprises.
h. Identifying the town's most productive forest lands and promote sustainable silviculture practices for these lands.
i. Carefully consider development along Town roads so that the mixture of views, open fields, forest and existing buildings does not become overpowered by new development; consider adopting standards to enhance the quality of the landscape, using such techniques as minimal removal of buffer zones, landscaping in conjunction with new structures built along all roads, and encouraging that development be done in a way that locates buildings at the edge of the field or in the wooded portion of the property.

Objective 3: Encourage the continued use of existing business and commercial areas in Waitsfield village and Irasville.

Implementation Strategies
a. Discourage commercial sprawl by retaining the existing Rural Residential District.
b. Continue to revise ordinances to allow suitable businesses as home occupations, while maintaining the residential character of the residential districts.
c. Maintain the Irasville Commercial District as Fayston's only Commercial District.
d. Fayston should continue to encourage the Town of Waitsfield to develop the Irasville Growth Center as the Mad River Valley's downtown commercial center.
e. Encourage any additional commercial development within Fayston to locate at the ski areas.
f. Pursue the addition of an appropriately placed industrial district in the town of Fayston and encourage locating and developing new businesses there.

Objective 4: Maintain an overall high level of site design and environmental protection throughout Town.

Implementation Strategies
a. Review and revise conditional use standards in the Forest Reserve District and lands at higher elevations/ and or steep slopes to address the impact of land uses on adjacent properties, neighborhoods and the greater community.

b. Continue to review land uses permitted in each zoning district, and identify uses which, because of natural features, impact on the environment or public safety, or other adverse conditions, may be inappropriate, and revise the land use regulations accordingly.
c. Consider adopting standards to protect natural resources and fragile features, including wetlands, headwater streams, steep slopes, view sheds, and wildlife habitat.
d. Consider establishing a ridge-line/steep slope overlay district.
e. Promote good site planning as a key to protecting the town's natural resources and scenic quality; consider requiring environmental and landscape protection as a primary design criteria for new subdivisions.
f. Adopt standards for the protection and enhancement of surface and groundwater quality, including but not limited to, maintaining building and septic setbacks from streams and wetlands, and consider a minimum undisturbed setback along streams.
g. Continue to work with the Vermont Land Trust, Mad River Watershed Conservation Partnership and other conservation organizations to protect significant natural resources.
h. The Planning Commission and FNRC should work together to develop a wildlife habitat protection plan that includes a habitat map to help guide the development review process to help guide the DRB in their decisions.
i. Until such a plan is in place, the DRB should use the Mad River Valley Planning Districts Natural Heritage Inventory and Assessment, completed in April 2007, for information to use in their reviews. They should also work with the landowners and developers in providing the least impact to wildlife habitat as these owners develop their site plans.

Objective 5: Balance infrastructure and transportation improvements with land use policies, and ensure that growth and development occurs at a rate and scale that do not overburden community facilities or services.

Implementation Strategies

a. Continue to prepare and adopt an annual capital improvements program to identify capital needs; ensure that capital improvement planning is coordinated with land use planning.
b. Consider requiring a phasing plan for large developments and major subdivisions when necessary to ensure that the rate of development does not overburden town services and facilities.
c. Support the Memorandum of Understanding between the Mad River Valley towns and Sugarbush Resort to maintain a balance between ski area expansion and the Valley's capacity to accommodate additional resort-related growth and activity.
d. Maintain a balance between the number of commercial accommodations (beds) and on-mountain ski area capacity.
e. Through the 2004 Land Use Regulations, ensure that large scale developments and major sub divisions do not result in significant diminishment of highway safety or existing levels of service (LOS).
f. Consider assessing impact fees to pay for needed capital improvements (such as schools, roads, or for other necessary mitigation) which are a direct consequence of any new development.

6 Housing

6.1 INTRODUCTION

Housing supply, affordability and location all impact local economic development, land use, natural resources, traffic patterns, road maintenance, school enrollment and other town services. Fayston's appeal as a place to live for families, retirees and outdoor enthusiasts has led to increases in population, development pressure, and higher housing costs. This chapter addresses year-round and seasonal housing trends since the 2000, as well as the policy considerations that Fayston will need to address over the next five years.

6.2 HOUSING TRENDS SINCE 2000

Demand for housing in Fayston is driven by types of residents: full-time residents, second home owners, and seasonal residents. A number of other factors also impact demand, and these include:

- A trend toward smaller household sizes which requires more housing, even without an increase population.
- Rapid growth over the past few decades (among the fastest in Central Vermont).
- A trend toward larger house and lot sizes.
- The aging of Fayston's population, including projections of significant increases in the numbers of householders over 80 years of age, and a corresponding decrease in young adults and children.

Since 2000, the proportion of full-time residential to vacation homes in Fayston has been approximately 50/50. According to Grand List, in 2000 there were 430 full-time residential and 453 vacation homes, for a full-time/vacation ratio of 49/51 percent. In 2007, there were 468 full-time residential and 510 vacation homes, for a full-time/vacation home ratio of 48/52 percent. However, it should be noted that these numbers may be slightly inaccurate due to the practice of listing non-owner occupied homes as vacations homes when many are rental units for full-time residents. By comparison, the 2000 U.S. census indicates that 10 percent of the non-residential homes are year round rental properties.

6.3 HOUSING STOCK

Fayston's housing stock consists primarily of single family homes (see Table 6-1). In 2007, 778 of Fayston's 978 housing units were single family homes; only 20 were mobile homes and 180 were condos.

Table 6-1: Housing Stock 2000-2007

	2000	2001	2002	2003	2004	2005	2006	2007
R-1	288	324	327	334	310	301	291	288
R-2	122	135	136	142	148	153	145	146
mobile	6	0	1	3	4	11	12	20
VAC-1	253	233	230	237	230	245	260	260
VAC-2	59	54	55	58	63	68	83	84
Condos	155	148	148	147	174	174	174	180
Total	883	894	897	921	929	952	965	978

Source: Fayston Grand Lists

Notes: R-1 indicates residential properties situated on less than 6 acres,
R-2 indicates residential properties situated on more than 6 acres.
VAC-1 indicates vacation properties situated on less than 6 acres,
VAC-2 indicates vacation properties situated on more than 6 acres
Condominiums are vacation residences, except for 14 year round.

In 2000, 82 percent of all housing units were single-family dwellings, 18 percent were multiple-unit buildings (condos or townhouse) and less than 1 percent were mobile homes (see Table 6-2). In 2007, the percentages remained the same. These figures indicate that the composition of Fayston's housing stock is not changing.

Table 6-2: Fayston Housing Types 2000 and 2007

Housing Type	2000	2007	%Change
Single Family	722	778	7%
Multiple Unit	155	180	16%
Mobile Home	6	20	333%
Total	883	978	10%

Source: Town of Fayston Grand Lists, 2000 and 2007

The large majority of full-time residents (75%) own their homes, and a majority own single family homes. The 2006 Town Survey indicates that 55% live in houses with 3 bedrooms, 20% live in houses with 2 bedrooms and 20% live in houses with 4 bedrooms, and a very small number live in houses with 1 bedroom or more than 4 bedroom (see Table 6-3).

Table 6-3 Fayston Bedrooms per house as percentages

Number of Bedrooms	Percent
3 bedroom	55%
2 bedroom	20%
1 or 4 bedrooms	25%

Fayston's housing stock is also relatively new and generally in good condition. Less than 5% of the town's housing stock was built before 1940. Older homes have generally been updated over the years to incorporate modern conveniences. Census data indicate that all housing units in Fayston have complete plumbing and kitchen facilities.

6.4 HOUSING COSTS

The median cost of residential housing in Fayston had been steadily increasing until 2007, when prices began to decline (see Table 6-4). (The 2007 median price for residential property on six acres or more was artificially high due to the sale of one costly home and the fact that only 5

sales occurred in this year). The median cost of vacation homes on over 6 acres has widely fluctuated, because sale volumes are low at one or two per year, with also with a drop in prices in 2007.

Table 6-4 Median Home Prices: 2000-2007 (000s)

	2000	2001	2002	2003	2004	2005	2006	2007
Residence Under 6 Acres	$99	$158	$148	$184	$187	$282	$309	$210
Residence Over 6 Acres	$310	$390	$495	$313	$338	$350	$370	$560
Vacation Under 6 Acres	$89	$82	$190	$173	$172	$183	$303	$250
Vacation Over 6 Acres	$663	-	-	$576	$285	$176	$549	$475
Condominiums					$139	$411	$183	$214

Source: State of Vermont Property Transfer Tax System

Relative to other Mad River Valley towns, in 2006, the median sales price of both residences and vacation homes on less than 6 acres was highest in Fayston, followed by Warren and then Waitsfield (see Table 6-5). However in 2007, the median sales price of a residence on less than 6 acres was highest in Warren, followed by Waitsfield and then Fayston. Vacation homes sales on less than 6 acres in 2007 indicate Fayston having the highest median sales price followed by Warren and then Waitsfield. (These prices can also fluctuate widely due to low sales volumes.)

Table 6-5 Valley-Wide Median Sales Prices of Homes with Less than 6 Acres (000s)

	2006	2007
Fayston		
Full-Time Residence Under 6 Acres	$309	$210
Fayston Vacation under 6 acres	$303	$250
Waitsfield		
Full-Time Residence Under 6 Acres	$230	$260
Fayston Vacation under 6 acres	$210	$66
Warren		
Full-Time Residence Under 6 Acres	$269	$270
Fayston Vacation under 6 acres	$290	$165

Source: State of Vermont Property Transfer Tax System

In recent years, there has been an increased trend toward development in widely scattered locations, leading to fragmentation of Fayston's open space, wooded areas and hilly areas. However, sales of vacation homes on over six acres has been slow since 2000, a zero to two sales per year. Sales of residential homes with over six acres of land has also slowed since a peak in 2005 (see Table 6-6). Total home sales have also declined since 2005. At least in the short-term, this may reduce pressure on other resources.

Table 6-6 Residential and Vacation Home Sales: 2000-2007

	2000	2001	2002	2003	2004	2005	2006	2007
Residence Under 6 Acres	8	16	11	15	12	15	13	10
Residence Over 6 Acres	1	5	3	6	4	9	6	5
Vacation Under 6 Acres	14	20	5	16	9	9	8	3
Vacation Over 6 Acres	2			2	1	2	2	2

Source: State of Vermont Property Transfer Tax System

6.5 FUTURE HOUSING DEMAND

One of the major factors that drives housing demand is population growth. Between 2000 and 2005, Fayston's population grew by 94 residents and the town added 49 new year-round housing units (9.8 units yearly) or roughly one new year-round unit for every 1.9 new full-time residents. The Central Vermont Regional Housing Plan estimated that 48 units would need to be added within this time frame. This same plan estimates that, based on the projected 2020 population of 1,766, 278 housing units will be needed between 2005-2020. This translates into 19 new housing units per year. However, based a much lower level of construction between 2000 and 2005 (10 units per year), and that many subdivisions have been approved without subsequent construction, the projection of 19 units per year between 2005-2020 appears to be high, at least in the short-term.

Furthermore, the population projections that indicate a need for 19 units per year may also be too high. The most recently developed projections were produced in a November 2001 report prepared by Economic & Policy Resources Inc (EPR) for the Central Vermont Regional Planning Commission that projected an annual rate of population growth for Fayston of 8% through 2020 (see Table 6-7). This report assumed that the larger towns in Central Vermont would contribute a lower percentage of the regional housing total due in part to lower land costs in rural areas. However, this has not been the case and housing costs are higher in Fayston than in Washington County's larger communities. Actual population growth in Fayston between 2000 and 2005 was much lower at less than 2% per year. Recent negative changes in economic conditions and much higher gasoline prices may also lower growth rates.

Table 6-7 Fayston Population growth

Year	Population
2000	1,141
2005	1,235
2020 forecast*	1,766

Source: Valley Data Report, 2007

As noted previously, there has been a marked and steady decline in housing construction in Fayston since 2005, which also indicates lower than projected demand. Declining prices and the "Mortgage Crisis" of 2007 and 2008 are having an impact in the housing market nationwide and likely also in Fayston. New mortgages are more lender restrictive, home building in the nation is at a five year low, and local real-estate sales are stalled. Significant unknowns are what will happen within in the next 2 to 5 years. Will home prices decrease? Will mortgages become

more restrictive? Will land prices decrease? The answers to these questions cannot be predicted within the context of this Town Plan, but all will impact housing demand.

There are also other variables that will affect the construction of new homes in Fayston. Many of these indicate that, rural areas may become less attractive, which could reduce the demand for both full-time and seasonable homes. These variables include:

- The rising cost of fossil fuels which may reduce the willingness of many to commute longer distances.
- An aging population,
- Trends toward building smaller and greener homes.
- A desire to achieve a more appropriate balance between resource protection and the need for new housing.
- Increasing opposition to new housing development.

6.6 SEASONAL AND OTHER SPECIAL HOUSING NEEDS

Seasonal employment at Mad River Glen and Sugarbush produce demand for seasonal housing that historically have been difficult to meet. For the ski season, 2007-2008, Sugarbush provided housing (often using their own properties) for approximately 32 foreign and American seasonal employees. Due to the increasing cost of gasoline, Sugarbush received more inquiries from employees about housing possibilities. The majority of Sugarbush employees currently live outside the Valley. Mad River Glen, on the other hand, largely employs Valley residents. This past ski season, Mad River did not provide nor seek housing for any of its employees.

6.7 HOUSING FOR ELDERLY AND DISABLED

In 2006, Central Vermont Community Land Trust spearheaded the expansion of Evergreen Place in Waitsfield. Evergreen Place provides 18 units of affordable housing for elderly or disabled residents, and houses the Senior Citizen Center and the local food bank. In the near future, it is anticipated that construction of 16 affordable units on the site of the old "Blue Tooth" on the Sugarbush Access in Warren will commence. These units will be rented at rates affordable to residents making no more than 60% of the median income for the county.

For future development, the needs of the elderly and the disabled may be best served by finding housing in close proximity to food, banking and medical facilities, thereby providing them with an independence that would not otherwise be possible. Although Fayston does not have such centers, there are parts of Fayston adjacent to Waitsfield's Irasville in which affordable housing may be appropriate. Outside of this area, it is unlikely that the needs of the elderly and disabled would be well served here, but rather in our neighboring communities.

6.8 HOUSING AFFORDABILITY

The Valley Data Report for 2007 states that based on the Fayston 2000 median income of $53,472 (2000 U.S. Census), "the median household incomes in the Valley allow for the

purchase of homes in the range of $175,000 to $200,000." The report further defines an "affordability gap" as the ratio between the maximum housing purchase price or rent affordable to a household earning the median income and the median home cost or rent in that town. The report goes on to state that "The Mad River Valley falls short of being affordable; meaning the average house in any of the three towns is not affordable to the average household."

In April 2008, there were 21 houses listed for sale in Fayston. Of these, one was listed at $125,000 and six properties were listed for $219,000 to $299,000. Thus, there were a total of seven properties for sale below $300,000. Nine properties for sale in April 2008 were listed at between $310,000 to $369,000, and four properties were listed in excess of $1,000,000. There were also 32 lots for sale ranging in price from $49,900 for 0.7 acres to $1,250,000 for 84 acres. It is noteworthy that the 2007 median sales price of residences on less than 6 acres was $210,000, which was close to the affordability range of $175,000 to 200,000. With the recent downtown in the housing market, housing may now become more affordable.

Still, there are a number of options that Fayston should consider to encourage the development of more affordable housing options. These include:

- Consider new zoning regulations that encourage the creation of lower priced building lots, including smaller minimum lot sizes.
- Consider reducing or waiving development fees, tax incentives, impact fees or other methods that could help foster affordable housing.
- Develop incentives for major subdivisions and large landowners to include one or more small lots for affordable housing.
- Consider dual goal conservation projects to create affordable house sites in conjunction with the preservation of open space, farm land and natural resources.
- Consider the creation of growth centers, where higher density housing and affordable housing projects can be encouraged.
- Encourage interested residents to participate in developing creative solutions to Fayston's housing issues, possibly through the formation of a housing committee.
- Work with organizations that specialize in affordable housing projects to encourage projects within Fayston that meet the growing need.
- Support the Mad River Valley Housing Coalition and other locally based non-profit organizations dedicated to provision of affordable housing to address housing needs in the Valley.
- Through the MRVPD and CVRPC, participate in coordinated efforts to monitor and address affordable housing needs in the Mad River Valley

6.9 HOUSING GOALS AND OBJECTIVES

Goal 6.1: Encourage a sustainable rate of housing development to accommodate the town's actual population in a manner that does not over burden public services and is consistent with the town's rural character and natural resources.

Goal 6.2: Encourage the development of housing that covers a wide range of home prices to accommodate changing demographics and a more balanced community.

Goal 6.3 Encourage the development of affordable housing projects that are creatively designed to meet the objectives of the Town Plan.

Objective 1: Promote through the town's development regulations and related policies the creation of a wide variety of housing types to meet the needs of Fayston's residents.

Implementation Strategies

a. Review subdivision and zoning bylaws and develop creative strategies to encourage the creation of more housing options within the town while maintaining the rural character of the area.
b. Consider new zoning regulations that encourage the creation of lower priced building lots, including smaller minimum lot sizes.
c. Consider reducing or waiving development fees, tax incentives, impact fees or other methods that could help foster affordable housing.
d. Develop incentives for major subdivisions and large landowners to include one or more small lots for affordable housing.
e. Consider dual goal conservation projects to create affordable house sites in conjunction with the preservation of open space, farm land and natural resources.
f. Consider the creation of growth centers, where higher density housing and affordable housing projects can be encouraged.
g. Seek grants to hire a consultant to determine if and where a growth center could be designated and how it should relate to Waitsfield's growth center.
h. Encourage interested residents to participate in developing creative solutions to Fayston's housing issues, possibly through the formation of a housing committee.
i. Monitor on a yearly basis changing demographics and population.
j. Inventory and map current housing stock; documenting accessory apartments, elderly housing and rental units.

Objective 2: To work in cooperation with other local, regional, and state organizations to plan for and promote programs to assist residents of Fayston and the Mad River Valley to obtain affordable housing.

a. Continue working with neighboring towns, through the Mad River Valley Planning District, to identify valley wide growth centers that cross town lines.
b. Work with organizations that specialize in affordable housing projects to encourage projects within Fayston that meet the growing need.
c. Support the Mad River Valley Housing Coalition and other locally based non-profit organizations dedicated to provision of affordable housing to address housing needs in the Valley.
d. Through the MOU between the Valley Towns, the MRVPD and Sugarbush Resort, ensure that expansion activities at Sugarbush do not adversely affect the cost and availability of housing in Fayston and the neighboring towns, taking action to mitigate adverse impacts as deemed.
e. Explore means with which to support local economic diversification to improve wages and thus the ability of local workers to afford local housing.

f. Support State and regional energy efficiency and weatherization programs for dwellings occupied by persons of low or moderate income.
g. Through the MRVPD and CVRPC, participate in coordinated efforts to monitor and address affordable housing needs in the Mad River Valley

7 Transportation

7.1 INTRODUCTION

Ensuring residents can conveniently get from place to place is a key function of Town government. In the 2006 Town Plan survey, Fayston residents expressed their overwhelming approval for the Town's roads and road maintenance programs, which are considered models for the region. Route 17, a Vermont State highway, presents different access, maintenance and traffic issues that are also important to local development.

Providing opportunities for people to enjoy Fayston's many natural resources on foot, horseback, skis, snowmobiles and bicycles is increasingly the job of the Town and local recreation groups. This portion of the Town Plan presents a discussion of the state of the Town's transportation system: Roads and bridges, public transit and bicycle and pedestrian routes. Within each section, the existing conditions and current issues are outlined followed by suggested strategies and guidelines for the Town to consider in the next five years.

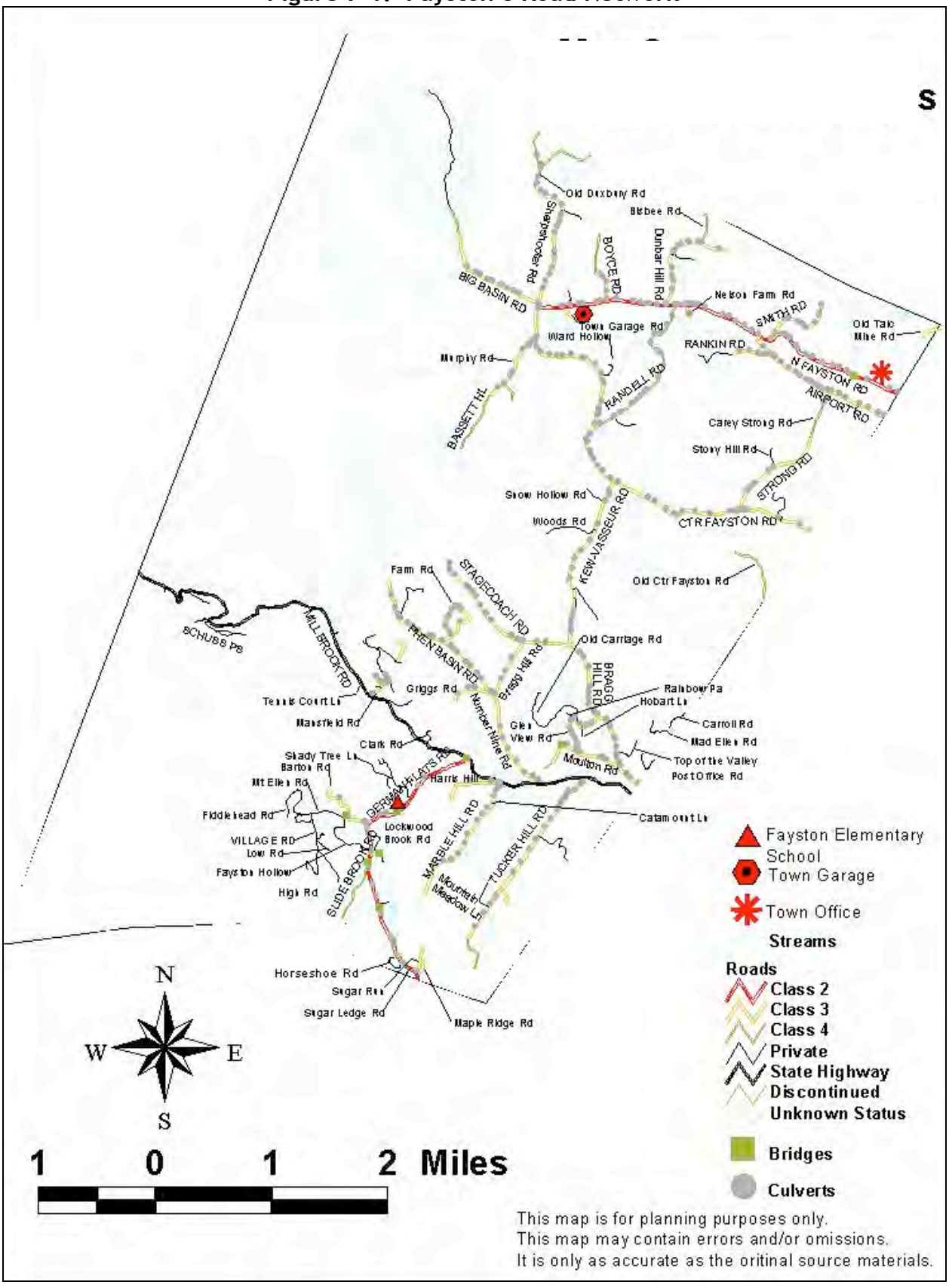
7.2 FAYSTON'S ROAD NETWORK

As classified by the state, Fayston's road network consists of Collector Roads, and Class 2, 3, and 4 "town highways" (see Figure 7-1):[1]

- Collector roads are state or town roads that, in Fayston, serve as the backbone of the local road network. These roads are Route 17/Mill Brook Road, German Flats Road, and North Fayston Road.
- Class 2 town highways are town-maintained highways selected as the most important highways in each town (in addition to Class 1 highways) and usually serve the region from town to town. They are required to have a minimum 3 rod (49.5 feet) right of way and be maintained primarily by the town (although the state is responsible for centerline marking). Class 2 highways are designated by the town, but this designation must be approved by the state. The total mileage of class 2 town highways should not exceed 25 percent of the total mileage of the town's class 2 and 3 roads. The Town has two Class 2 town highways, German Flats Road and North Fayston road, which total 6.0 miles.
- Class 3 town highways are other town-maintained highways negotiable under normal conditions all seasons of the year by a standard manufactured passenger car. There are now a total of 37 Class 3 town highways in town, totaling 26.3 miles.
- Class 4 Town Highways are all other roads. There are 7.0 miles of Class 4 highways in Fayston.

[1] Class 1 town highways are town-maintained highways that are an extension of a state highway route and carry a state highway route number. Fayston does not have any Class 1 town highways.

Figure 7-1: Fayston's Road Network



7.3 EXISTING CONDITIONS

Fayston's road network is generally in very good condition and serves the town's vehicular travel needs well.

7.3.1 Major Roads

Fayston is served by three collector highways: Route 17, German Flats Road and North Fayston Road. Vermont Route 17 is a state highway that is a major link between U.S. Route 7 and Vermont Route 100, the north-south arterial routes west and east of the ridge of the Green Mountains. Route 17 travels east to west 5.8 miles through Fayston and is classified as a "major collector" by the Agency of Transportation. The lower portion of this road is heavily used by skier traffic to and from the Town's two ski areas during the winter, and the upper portion has very sharp curves and steep grades as it climbs toward Appalachian Gap.

A second collector, German Flats Road, is a paved Class 2 town highway linking Route 17 to the Sugarbush Access Road in Warren. German Flats Road carries its highest traffic volumes during the ski season since this road serves as the direct connection between the Valley's ski areas, including the Mt. Ellen base area of Sugarbush. Fayston Elementary School is also located on the German Flats Road.

North Fayston Road, the third collector, is also a Class 2 town highway and connects the portions of Fayston along Shepard Brook with Vermont Route 100 in Waitsfield. This road is gravel from its western end at Sharpshooter Road to a point located between Dunbar Hill Road and Airport Road. It is paved for the remainder of its total 3.4 miles east to the Waitsfield town line.

7.3.2 Local Roads

Local roads within Fayston are mostly gravel surfaced, and consist of public and private roads. These roads serve year-round and vacation homes and are rated by most residents as maintained in "very good" or "excellent" condition. Due to Fayston's steep topography, most of these roads have significant changes in vertical elevation and often frequent sections of steep grades. Most Fayston roads are very rural in character and appearance, lined with forests and fields. These qualities contribute to the scenic quality of Fayston's environment that residents valued highly in the 2006 Town Plan survey. The Town has long recognized in plans and policies that the roads' scenic qualities contribute to the economic health of the Town.

Class 2 and 3 town highways receive state aid for maintenance purposes and are required by state law (Title 19 VSA Section 301) to be passable with a pleasure vehicle year-round. From 1989 to 1999, Fayston pursued an aggressive road upgrade program with the goal of bringing all Class 3 Town highways up to State standards or better. With the program's completion, the Town now has one of the best rural road networks in Vermont. The Town Select Board now creates an annual two-year plan for roadway construction after consultation with the Road Foreman. In

addition to keeping the roads in top condition, the plan alerts the Planning Commission and others about upcoming roadway improvement projects.

> ***Trails***
> *A "Trail" is defined by law as a public right-of-way which is not a highway and which (a) previously was a designated highway having the same width as the designated town highway, or a lesser width if so designated; or (b) a new public right-of-way laid out as a trail by the Select Board for the purpose of providing access to abutting properties for recreational use.*

Several Class 4 town highways and trails also exist in Fayston. Class 4 town highways are typically unimproved, primitive and/or untraveled roads, which are often unusable for vehicles or bicycles due to their generally poor condition. VSA Title 19, Sections 708, 710 and 711 allow towns to set policies regarding which Class 4 highways and trails they wish to upgrade. By law, the Town is not required to provide any maintenance or upkeep on Class 4 highways or trails, but permission for others to repair, maintain, improve or restore these roads cannot be "unreasonably withheld" by the Select Board. Any costs for such requests have to be borne by the petitioner(s) requesting to make the improvement(s), and the road must be left in as good or better condition than what existed when permission was granted.

7.3.3 Ancient Roads

Until the passage of Act 178 in 2006, all public roads remained public unless formally discontinued. Many "ancient" roads fell out of use and were often forgotten, or were never more than paper roads. In a number of cases, the ancient roads created title problems for property owners and Act 178 established deadlines for communities to identify ancient roads to determine whether they should remains as public ways or be discontinued. Local governments have until July 1, 2009 to identify these ancient roads, and as desired to add them to the town highway map and retain them as public rights-of-way, or formally discontinue them. Any ancient roads not identified by 2015 will be automatically discontinued.

The Fayston Conservation Committee is currently in the process of identifying and mapping Fayston's ancient roads. While the results of this effort are still very preliminary, it appears that there may be about 12 ancient roads in Fayston. Once the identification process has been completed, the town, following the procedures outlined in Act 178, will need to determine whether it desires to continue these corridors as public rights-of-way or discontinue them.

7.3.4 Bridges and Culverts

The bridges and major culverts in Fayston are generally in acceptable condition. However, two narrow bridges—one on North Fayston Road near the Town Office and one on Randell Road near the intersection with North Fayston Road could become problematic if future traffic volumes increase significantly.

In addition, several culverts on German Flats Road are over thirty years old. Although they appear to be in acceptable condition, the Select Board and Road Foreman believe they will need replacement in the near future. The Town will be seeking state assistance to replace these culverts when they are slated for replacement.

Fayston joins most towns in maintaining a state-wide online database of its bridges and culverts. This enables the town to keep up-to-date information on town structures.

7.4 CURRENT ROADWAY STANDARDS

New roads in Fayston's subdivisions must meet the requirements in the Fayston Land Use Regulations. These requirements and regulations are generally seen as doing a sufficient job of implementing Town Plan directives. However, the results of the regulations need to be evaluated to check their continued effectiveness in implementing the goals of the Town Plan.

The 2004 Land Use Regulations contains the following requirements relating to roadways and transportation:

Setbacks: The Zoning Ordinance provides detailed requirements of the setback regulation. This regulation is meant to preserve the existing rural character of Fayston's roads. Deep setbacks from the roadway have historically been an important strategy for preserving the scenic, rural qualities of local roads. However, there are areas in town, along portions of North and Center Fayston Roads, where earlier setbacks situated development closer to roads.

Rights-of-Way: Each lot in Fayston must be served by a twenty-five foot right-of-way to a roadway if it does not directly border on a recognized roadway. This width appears to be workable. It is wide enough to ensure that an adequate access drive can be created within it, but not wide enough to be readily developed into a private road without further Town review.

Vehicular or pedestrian rights-of-way may also be required during a subdivision to ensure public access through to an adjoining property, public facility, or other use. Town officials encourage the creation of additional pedestrian rights-of-way, but prefer that private or not-for-profit organizations accept them as easements rather than the Town accepting, managing and enforcing these rights-of-way.

Access Points (Curb Cuts): The number of access points to a parcel is regulated by the Zoning Ordinance, with the number of points allowed dependent on the length of roadway frontage or a common border between the parcel and the public roadway right-of-way. The longer the frontage or common border, the larger the required average separation between access points. The required distance appears to be adequate to accomplish its purpose, but this should be verified as this requirement is implemented. This requirement only applies to subdivisions and is not applicable to access requests for existing lots. In those situations, new access to a Town road must be approved by the Select Board. In addition to separation regulations, the Select Board currently considers sight distances, drainage concerns, and erosion potential when reviewing new access requests for existing lots. The Select Board generally limits access to one curb cut per lot.

Roadway Capacity: The Fayston Subdivision Regulations currently have several sections that directly relate to transportation in the Town. One requirement of the Subdivision Regulations is that improved roadway capacity is necessary when development exceeds the capacity of the existing system. However, the regulations also call for the preservation of the landscape, and state that access to scenic highways can be limited. Roadway capacity expansion proposed to accommodate additional traffic must be consistent with the scenic, rural character of the Town and its roads.

Roadway Design: For new roads, the Subdivision Regulations mandate a 90 degree (but not less than 70 degrees preferred) angle for the intersection of two roadways, with no more than a three percent grade for 100 feet away from the intersection (with the maximum 3 percent grade designed to ensure vehicles do not slide into intersections in winter conditions). The geometry of any new Town road should be in conformance with accepted engineering principles used for roadway design. The Agency of Transportation maintains the Vermont State Standards which provide roadway widths and geometry based on traffic volumes and design speeds.

7.5 CURRENT TRAFFIC CONDITIONS

Traffic conditions are typically measured in terms of "Level of Service," or LOS, with letter grades used to designate conditions. LOS A indicates completely free flowing traffic, and LOS F indicates very congested conditions (see boxed text). Generally, the goal is to maintain traffic LOS C, which indicates "stable flows," or better. In terms of vehicle volumes, Level of Service C generally consists of up to a maximum of roughly 2,000 vehicles per day (vpd) on a 24-foot-wide, two-lane rural highway. Level of Service "D" would correspond to 2,000 to 4,000 vpd on a similar road, and would seem much more congested to drivers in a non-urban setting.

Traffic Level of Service

The American Association of State Highway and Transportation Officials (AASHTO) ranks traffic conditions along roadways using the following Level of Service "grades:"

A= Free flow
B=Reasonably free flow
C=Stable flow
D=Approaching unstable flow
E=Unstable flow
F=Forced or breakdown flow

At intersections, Levels of service are measured as a function of the average overall wait times:

LOS	Signalized Intersection	Un-signalized Intersection
A	≤10 sec	≤10 sec
B	10-20 sec	10-15 sec
C	20-35 sec	15-25 sec
D	35-55 sec	25-35 sec
E	55-80 sec	35-50 sec
F	≥80 sec	≥50 sec

At the present time, based on a review of VTrans and other available data, all of Fayston roads do operate at LOS C or better. However, other roadways and intersections that are heavily used by Fayston residents that are just beyond the town's borders carry significantly higher volumes. These include:

- Mad River Green Shopping Center and Route 100 in Irasville.
- Bridge Street and Route 100 in Waitsfield Village.
- Route 17, Bragg Hill Road and Route 100.
- North Fayston Road and Route 100
- Center Fayston and Route 100.

Traffic conditions at these locations are not currently of significant concern, but as Fayston and Waitsfield continue to grow, the two towns will need to work cooperatively to address future needs as they occur.

7.6 TRAFFIC PROJECTIONS

In resort areas such as the Mad River Valley, traffic consists of two very different types of traffic: resident traffic and visitor traffic. Resident traffic predominates on weekdays, while visitor traffic is heaviest on weekends and holiday periods, particularly in the winter.

For the future, residential growth will be the most significant determinant of future resident travel volumes. The strength of the Valley's ski areas and tourism industry will determine future visitor travel levels. The different types of travel also impact the town's roads in significantly different ways. In contrast to most areas where resident traffic comprises the bulk of total traffic and volumes are highest on weekdays, the Valley's highest traffic volumes occur on ski weekends and winter holiday periods.

Traffic volumes are projected into the future to help understand what the current transportation system will need to accommodate in the years to come. Traffic projections are typically made using statewide growth rates published by the Vermont Agency of Transportation. This historical statewide average growth rate for a rural area is roughly two percent per year for 2000 through 2005.

7.6.1 Average Daily Traffic

In terms of Average Annual Daily Traffic (AADT), or average daily traffic over the course of a year, estimated traffic volumes on key Fayston roads in 2005 ranged from 663 to 1,758 (see Table 7-1), which are low. The highest volume intersection that is heavily used by Fayston residents is the intersection of Route 17 and 100, just over the Fayston town line in Waitsfield. Volumes on Route 17 at this intersection are significantly higher than on any of Fayston's roads at approximately 4,300 per day.

Over the life of this version of the Town Plan, these average daily traffic volumes can be expected to grow at a rate close to the town's projected population growth. Fayston's population was projected to increase from 1,141 to 1,252 by 2005. This is a population increase of 8.8 percent, or 1.7% per year. On this basis, traffic volumes on key Fayston Roads will grow to 721

to 1,913 vehicles per day, which will still be relatively low. Traffic volumes at the intersection of Route 17 and 100 will grow to approximately 4,600 trips per day.

Table 7-1: Existing and Projected Traffic Volumes

Roadway Segment	Most Recent Year & Agency	Count:	Estimated 2005	Projected: 2010
Bragg Hill Road, S. of Moulton Rd.	CVRPC, 1999	1,006	1,113	1,211
North Fayston Road, E. of Smith Rd.	CVRPC, 1999	970	1,093	1,168
North Fayston Road, W. of Smith Rd.	VAOT, 1995	560	663	721
German Flats Road, N. of Mt. Ellen	VAOT, 2003	1,700	1,758	1,913
German Flats Road, S. of Mt. Ellen	VAOT, 1994	1,000	1,204	1,310
Vt. Route 17, W. of German Flats	VAOT, 2005	1,400	1,400	1,523
Vt. Route 17, E. of German Flats	VAOT, 2005	4,269	4,269	4,644

Source: Most recent counts: VAOT and CVRPC; Estimated 2005 counts and projected 2010 volumes based on annual growth of 1.7% from year of most recent count.

7.6.2 Peak Traffic Volumes

In Fayston, peak traffic volumes typically occur in the late afternoon on ski season Saturdays and holiday periods. As shown for the intersection of Route 17 and 100 in Table 7-2, 90% of the 30 highest volume hours occurred during the ski season. Half of these were on Holidays, such as Christmas, New Year's and Valentine's Day. Friday, Saturday and Sunday saw 83 percent of the highest volume hours, and 90% occurred some time between 3:00 PM and 6:00 PM[2].

These peak volumes are driven by traffic leaving Sugarbush and Mad River Glen and most heavily impact German Flats Road and Route 17. Although there have been recent increases, skier traffic volumes declined throughout most of the 1990s and 2000s. As a result, the growth in visitor traffic volumes has been much lower than the growth in average daily traffic, and peak volumes have not increased significantly. In terms of future planning, the fact that peak volumes are driven by visitor travel that are not increasing rapidly means that there should not be large new demands on the road network, or the need for significant expansion.

It also argues that traffic planning should be carried out differently in Fayston and the Mad River Valley than in non-resort areas. Typically, roads are designed to accommodate the volumes that are experienced during the 30th highest hour that is experienced over the course of a year. The rationale for the use of this measure is that by avoiding the use of the highest hours, roadways will not be over-designed to accommodate events that are likely to be atypical. Generally, the use of the 30th highest hour represents peak traffic volumes that are experienced day in and day out.

In Fayston and the Mad River Valley, the 30th highest hour does not represent day-in and day-out peak volumes, but instead peak volumes on a relatively few number of days. Average peak volumes are significantly lower. For the Mad River Valley, rather than building roads for

[2] No data specifically focused on German Flats Road, so it is not possible to see how local school traffic correlates to the ski season traffic volumes.

Table 7-2: VT Route 17 Continuous Count Station: Thirty Highest Hours, 2005

Hourly Ranking	Day of Week	Month & Day	Time of Day	Vehicles per Hour
1	Saturday	Jan 29	4-5 PM	814
2	Saturday	Feb 19	4-5	777
3	Saturday	Feb 12	4-5 PM	749
4	Sunday	Feb 20	4-5 PM	739
5	Sunday	Feb 13	4-5 PM	712
6	Saturday	March 26	4-5 PM	687
7	Saturday	March 5	4-5 PM	679
8	Saturday	Jan 15	4-5 PM	676
9	Sunday	Feb 13	3-4	674
10	Friday	Feb 11	4-5 PM	673
11	Sunday	March 6	4-5 PM	667
12	Saturday	March 19	4-5	664
13	Saturday	Jan 29	3-4	660
14	Sunday	Jan 30	4-5	659
15	Saturday	Feb. 12	3-4 PM	651
16	Friday	March 25	4-5 PM	644
17	Saturday	Feb 26	4-5 PM	642
18	Saturday	Feb 5	4-5	644
19	Sunday	Jan 30	3-4 PM	627
20	Sunday	Feb 20	5-6	626
21	Saturday	Feb 5	3-4	625
22	**Monday**	**Feb 21**	**4-5**	**625**
23	Tuesday	Feb 22	4-5 PM	622
24	Thursday	Feb 24	4-5	619
25	Friday	March 4	4-5 PM	617
26	Saturday	March 5	5-6	617
27	Saturday	Feb 12	5-6	611
28	Saturday	Feb 19	5-6	608
29	Saturday	March 19	5-6	607
30	Friday	Feb 25	5-6	605
50	Friday	March 4	5-6	525

Source: Lamoureux & Dickinson from VAOT, 2005

infrequent volumes, alternative approaches should continue to be used. For example, at the intersection of Route 17 and 100, when traffic volumes were higher, traffic officers were stationed at peak times to manage traffic flow. (However, the advent of high speeds lifts combined with an aging population has meant that fewer skiers now ski full days, and skier departures are now more distributed throughout the day. As a result, Saturday peak period volumes at the intersection of Route 100 and 17 have decreased, and the use of traffic officers has largely been discontinued.)

In terms of roadway design, since the 30th highest hour represent infrequent conditions, it would be more appropriate to accept a lower design hour volume than the 30th highest hour. Examination of the 200 high hour list for this traffic counter indicates that the 50th highest hourly volume may be most appropriate for roadway design on Route 17 and German Flats Road if future roadway improvements are required.

Within Fayston, the Route 17/German Flats Road intersection is the most heavily traveled intersection. In the "Traffic Impact Analysis for the Proposed Sugarbush Expansion," prepared by Resource Systems Group in 1996, the overall intersection was projected to operate at LOS A through 2001 provided there was no significant expansion at Sugarbush, which there has not been. The Town may want to consider traffic control officer at this intersection on Saturdays during ski season when late afternoon peak hour volumes create poor levels of service. This would be preferable to widening or signalization, to keep the rural character of the intersection.

7.7 ROAD NETWORK ISSUES AND OPPORTUNITIES

7.7.1 Adding New Town Roads

In the past, Fayston residents had expressed concern about the expansion of the public road system and the possible cost of improving sub-standard roads to State standards. Therefore, the Town adopted a policy of not accepting new roads as public roads unless they meet current State standards for minimum width, maximum grade and overall proper design and construction. Even with this "official" policy, the town's de-facto policy has been not to accept new town roads. New roads created as part of subdivisions are generally maintained as private roads.

7.7.2 Access Management

Future development along German Flats Road, Route 17 and the North Fayston Road holds the potential to increase access points along these roads. To ensure that increased requests for access do not adversely affect either the function or aesthetics of these roads, or the other roads in Fayston, access points should be strictly controlled by both the Development Review Board and the Select Board. To limit numerous single-access driveways to collector roads, curb cuts should be restricted through the Land Use Regulations. Shared access points should be required wherever possible. This would include planning for combined access points in the future even if access is being developed to only one property. Access to individual parcels along Fayston's three collector highways should, whenever possible, be from feeder roads that lead to the collector road instead of from individual access driveways.

Existing access points that have less than adequate sight distances, should be examined jointly by the landowner and the Town to determine how the problem can best be resolved. Solutions will need to balance the needs of drivers using the access points with safety and aesthetic objectives for roadways in the Town. At no time, however, should the aesthetic values override compelling safety concerns.

Driveway design is also important; driveways should not be so wide as to allow vehicles to enter or exit the main roadway at a variety of angles, increasing the likelihood of crashes. The regulations should specify maximum widths in order to promote pedestrian and driver safety, while also reducing impervious paved or gravel surfaces, resulting in environmental and aesthetic benefits. The driveway radii of the curve as it intersects the roadway affects the speed

of the vehicles that turn in or out of the driveway. The appropriate radii for a driveway should be based on the specific characteristics of its location and use.

Other access management strategies cited in the 2003 Central Vermont Regional Transportation Plan are:

- Minimum, distance between driveways and minimum distance between driveways and intersections
- Mandatory access to a minor road, such as a frontage or service road
- Mandatory connections (immediate or future) to adjacent properties
- Mandatory location of access on a corner lot
- Driveway turnaround area (for small existing lots fronting the corridor)
- Left turn or right turn ingress lane
- Landscaping and buffers to visually define and enhance access points

7.7.3 Roadway Design/Traffic Calming

Speed on some of the town's roads is a concern, and roadway design is a major factor that determines how fast drivers will drive. Wide roads with wide shoulders encourage drivers to drive faster (for example, Route 100B through Moretown) and smaller roads encourage drivers to drive more slowly. On roads where speeds are higher than desirable, the town may want to consider adopting some traffic calming techniques, especially in areas where there are pedestrians, such as the hamlet of north Fayston or on German Flats Road.

Traffic calming is the physical design or redesign of a road to reduce the inappropriate impacts of vehicular traffic. When successfully employed, traffic calming can decrease cut-through traffic volumes, lower traffic speeds, and improve safety for all transportation modes. Less measurable benefits include an improved aesthetic quality of streets such as trees and other landscaping. A better looking roadway evokes a psychological reaction whereby motorists identify a road's character as a neighborhood asset supporting a community as opposed to a highway which supports ever improving mobility.

The Agency of Transportation has adopted a recommended procedure for establishing traffic calming techniques. While this procedure, along with the techniques it includes, is geared toward state highways, it could be applied to town highways as well.

7.7.4 Maintaining Rural Character

In Vermont, small-scale roadways, gravel roads, and covered bridges are defining elements of the state's character. In Fayston, maintaining the natural appearance of the town's roads is a crucial component of Fayston's roadway management strategies. As the projected increase in population brings more people and more cars to Fayston's roads, every effort should be made to keep the roadways' rural character. Local town roads should remain gravel surfaced; they should not be widened, straightened or leveled unless such changes can maintain existing rural

character or are absolutely necessary for safety reasons. Existing trees and topographic features that are part of the scenic qualities of a designated scenic roadway should also be preserved. The Town should encourage new road construction and existing road maintenance to be done in accordance with The Vermont Better Backroads Program for improving or maintaining rural, scenic roads without harming water quality or their visual character.

An overlay zoning district is one tool that could be considered to protect scenic views and corridors. An overlay zoning district places additional or modified standards and/or review in a particular area changing some of the requirements of the base zoning district. Overlay zoning can be used to regulate use, density, site design, grading, ridgeline development, vegetation, building design, etc.

7.7.5 Scenic Byway And Scenic Road Designation

Route 17 was recently designated as a Scenic Byway. Consideration should be given to designating other Fayston roads as scenic byways since doing so will result in the availability of federal grants. Such a designation would provide Fayston with another tool to help it keep the scenic nature of its roads. Official designation of scenic roads would obligate the Town first to conduct an inventory of the roads to be designated, so that the special features that make it scenic can be recognized and recorded. After designation, according to the process outlined in Vermont statute, the Town would be obligated to maintain the road so that those features within the right-of-way that contribute to the scenic quality are left intact.

While the identified features may include vistas, views, structures or vegetation that lie beyond the right-of-way, the scenic road designation does not regulate these features. The designation only affects those elements of scenic roads that lie within the right-of-way maintained by the Town. Scenic road designation can affect adjacent properties only if the Town decides to change the current bylaws or regulations to address scenic roads directly.

Official designation of roads as scenic would require the Town to maintain those roads in accordance with the guidelines in The Vermont Backroad. These requirements are similar to the maintenance practices the Town now follows. If it becomes necessary to reconstruct or improve a designated scenic road, the improvements should be undertaken so as not to remove those features that make it scenic. Again, The Vermont Backroad would serve as the guide for reconstruction work.

7.7.6 Roadways and Ecology

Transportation systems can create negative impacts to soil, water, and air quality, and often contribute to the fragmentation of land tracts and wildlife habitats. For wildlife, bridges and culverts can discourage fish passage, roads can physically prevent the seasonal movement of amphibians, and traveling vehicles can dissuade or collide with our indigenous mega-fauna. For air quality, choices in fuel and fuel economy can result in significant changes in the production of greenhouse gases and federally regulated pollutants. For water quality, failing culverts,

deteriorating gravel roads, improper roadside ditching, and other insufficient stormwater mitigation techniques can allow the discharge of polluted sediment into our streams and rivers.

Not all impacts can be controlled but there are mitigation strategies the Town can implement to minimize disturbances. While adequate resources and sometimes differing philosophies present challenges for addressing these impacts, the Town should pursue opportunities to advance the planning and construction of projects that preserve or enhance soil, water, and air quality. Culverts and bridge replacements appropriately designed to handle stormwater runoff, promote fish passage, and minimize the discharge of road sediment are a high priority. The Town should seek to implement on-site stormwater mitigation measures in road and bridge construction projects. The Town should also encourage the construction of transportation facilities that mitigate impacts to the surrounding environment.

Combined, the Town and the School District annually consume large amounts of diesel fuel for equipment, town and emergency management vehicles, and school buses. The use of diesel fuel releases significant amounts of pollutants into our air. In most instances, these particulates are quickly absorbed by the environment. The use of biodiesel blends that are partially derived from vegetable oils result in better air quality and often provide improved vehicle performance and efficiency. The Town should consider adopting the use of biodiesel for all municipal vehicles and related equipment.

7.8 PUBLIC TRANSPORTATION AND RIDESHARING

The provision of an effective public transit service in the Valley has been a challenge, and rider trips were relatively low when transportation services existed. Still, most residents support the idea of public transportation, and the 2006 Fayston Town Survey reinforced the desire of its residents to continue public transportation. 58 percent of the people surveyed felt that past public transit services were below average. This poor rating was not from lack of trying. However, interest in public transit is growing in the Mad River Valley due to the growing levels of traffic on Fayston's collector highways. Until recently, the now defunct Mad Bus ran in the winter 7 days per week, and late on Saturday nights. Riders who had used the bus reinforced that there was an existing need for viable public transportation for some of Fayston's residents.

7.8.1 Existing Services

From 1993 through 1998 Sugarbush Resort provided shuttle services between Mount Ellen in Fayston and Lincoln Peak in Warren on weekends during the ski season. Until the fall of 1999, this was the only public transit service operating in the Valley and Fayston.

In October 1999, Wheels Transportation (now out of business) began offering public transit funded primarily with Federal CMAQ funds and local matching funds. Funds that Sugarbush had spent on their own system were turned over to Wheels as the local match in order to leverage the Federal funds and provide a service far superior and inclusive of the Valley overall. A *Short Range Transit Plan* was written in 1998 for the Valley recommending 5 routes, two of which (a

link from Warren to Waitsfield and a separate commuter link) are year-around. There was no recommendation for a dedicated route to Fayston. Geographic constraints make a dedicated public transit route impractical. However, Fayston should still support a valley transit system as its residents utilize the services of neighboring Waitsfield/Warren. That which impacts the towns on the valley floor impacts the residents of Fayston.

When Wheels Transportation ceased operation in July 2002, an emergency plan went into place whereas the (then Sugarbush) Mad River Valley Chamber of Commerce formed a wholly owned subsidiary, Mad River Valley Transit, and worked with the State of Vermont to produce 9 buses to use for a dedicated Valley service. Buses were funded by CMAQ dollars and local match, including $6250 from each Valley town. Alpha Transit of Morrisville was appointed to run the service for one year. In 2003, CCTA had successfully changed its charter to allow it to serve areas outside Chittenden County and took over the transit provider roll. Since then, Green Mountain Transit Agency (GMTA), a subsidiary of CCTA, has served the Central Vermont area, including three routes in the Mad River Valley during the winter months. One route runs between Warren and Waitsfield Villages and Lincoln Peak. A second runs between Lincoln Peak and Mt. Ellen. The third route runs between Harwood Union and Mt Ellen two afternoons a week.

As of 2007, the only transit service serving Fayston is a "Meals on Wheels" van that serves the Valley towns twice a week (Tuesday/Thursday). Drivers will go to the senior/disabled person's home and bring them to the Senior Center for a noon meal, to Mehuron's for groceries and then back home. Another Washington county-based service, "Ticket to Ride", is also available for seniors and persons with disabilities.

Other than the Mt. Ellen-to-Lincoln Peak winter route, the SnowCap Special tangentially touches Fayston. It runs winter weekends and vacation weeks from Montpelier to Sugarbush and will go to Mad River Glen upon request.

However, many residents of Fayston can utilize the bus by driving a short distance to area parking lots and riding into Montpelier on the SnowCap Special, or catch a bus to the ski area for work or recreation.

7.8.2 Public Transit Issues and Opportunities

Public transportation is an important service in the Valley, for the ski areas and the local community. As the population steadily increases over the next twenty years, it will become increasingly important to provide alternatives to automobile travel that can move people from their homes to places of employment, and to link the Valley with Burlington, Montpelier and the airport. The 2000 Census data indicates that more than 60 people commute to the Barre-Montpelier area and that another 60 plus people commute to Chittenden County. The Town of Fayston should work with the other Valley towns to develop public transit links within the valley, and to and from Montpelier and Waterbury.

7.8.3 Taxi

The Mad River Valley is served by two taxi companies: C&L Taxi and the Mad Cab. Both are small operations, but provide service throughout the Valley and beyond, including to and from Burlington International Airport.

7.9 PARK AND RIDE LOTS

The towns in the Valley should encourage carpooling and vanpooling. One way to make this easier is to provide Park and Ride lots. Park and ride facilities enable motorists to drive from their homes, park, and then carpool or use public transit to arrive at their destination while reducing traffic congestion and pollution. Public transit providers also often depend on park and rides for commuter based ridership. The use of park and rides is an important public transit resource and facilities should be planned and constructed to better support fixed route services.

While there are no dedicated park and ride commuter parking areas, several areas on the Valley floor are utilized on an informal basis. More formal parking locations would enhance the current practice by providing a safe, well-lit facility, and should be considered, especially near the intersection of Routes 17 and 100. The parking area at the Town Hall near the foot of the North Fayston Road could be more widely advertised as a public parking area.

7.10 PEDESTRIANS AND BICYCLES

While Fayston has a well established network of trails for recreational hiking and biking, it does not have any pedestrian or bicycle facilities for non-recreational travel. Those who desire to travel by walking or biking use the regular road network, and do so on the shoulders of Route 17 and within the travel lanes of other roads.

The lack of pedestrian and bicycle facilities discourages the use these modes. While the use of regular travel lanes is safe and comfortable on smaller roads, it is not on larger roads, and becomes increasingly less so as the town grows and travel volumes increase. The town should work with other towns, volunteers, and non-profit organizations such as the Mad River Path Association, to develop a valley-wide network of pedestrian and bicycle facilities.

7.10.1 Bicycle and Pedestrian Networks

Some mountain resort communities, notably those around Lake Tahoe in California and Aspen, Colorado, have created networks of bicycle and pedestrian paths that parallel major roadways. In Vermont, Stowe's Recreation Path is a more limited example. These paths provide safe and comfortable alternatives to driving, and recreational facilities that benefit local residents and attract tourists. In many cases, these networks can be developed within the rights-of-ways of existing roadways.

7.10.2 "Family-Friendly" Pedestrian and Bicycle Facilities

As described above, bicycle and pedestrian travel currently requires the use of shoulders where they exist or regular travel lanes where they do not . The use of shoulders and regular travel lanes is acceptable to many adults, especially recreational road bikers. However, children and families will only rarely walk or bike if they need to do so on regular roads—for example, in the summer of 2007, a poll of readers in the Valley Reporter indicated that approximately two-thirds of respondents believed that it was unsafe for their children to ride bicycles on busier roadways. As an alternative to constructing wide shoulders on roadways for pedestrians and bicyclists, pedestrian/bicycle facilities can be constructed adjacent to and separated from the road in lieu of the roadway shoulders.

7.10.3 Complete Streets

An emerging concept in roadway design is that streets should be "complete" in that they should accommodate vehicles, bicycles, and pedestrians. Rather than constructing or requiring roadways only to meet the needs of vehicular travel the town could require all modes to be accommodated. This has been done to a limited extent during the consideration of subdivisions that would upgrade Class 4 roads, but not for larger roads. The implementation of such a policy for the upgrading of existing roads and for new roads could help toward the development of a comprehensive bicycle and pedestrian network.

7.11 REGIONAL COORDINATION

It is important to consider local land use and transportation decisions in the context of the regional transportation network that serves Fayston. In addition to working with neighboring communities to plan for alternative transportation modes, such as public transit, it is also important to consider local highway matters—such as the traffic impacts of ski area development—in a regional context. Fayston, Warren and Waitsfield have created the Mad River Valley Planning District (MRVPD) to coordinate planning efforts for the three towns. Among other things, the District encourages each town to consider impacts on the other towns' facilities when reviewing development options, alternatives and/or requests. The town has shown ongoing participation and support for the Mad River Valley Planning District's and the Central Vermont Regional Planning Commission's transportation planning efforts and should continue to do so, as these efforts are an important means of addressing regional concerns.

Fayston's participation in the MRVPD strengthens the influence it can have during the project review process relative to roadways, especially for projects that could result in valley-wide transportation impacts. This three-town relationship will be especially important for the Irasville Master Planning initiative in Waitsfield, which could have significant traffic impacts on Fayston's roadway network, especially the Bragg Hill Road/Route 100/Route 17 intersection.

7.12 TRANSPORTATION GOALS AND OBJECTIVES

Goal 7.1: Provide a balanced transportation system that includes roadways, bikeways, and pedestrian ways.

Objectives:
1. Continue to provide a well maintained local road network.
2. Improve opportunities for bicycling and walking.
3. Support and participate in efforts to improve transportation for those who cannot drive.

Goal 7.2: Manage the town's transportation network in a manner that meets community-level demand and protects important natural, cultural, and scenic characteristics of the system.

Objectives:
4. Develop a management program that assesses current conditions, desired conditions, improvement and maintenance needs, and the levels of routine maintenance needed to sustain desired conditions.
5. Continue to use the town's land use and subdivision regulations to set design and safety standards for roads, driveways, and other transportation facilities.
6. Ensure that new development and changes to land use activities do not produce undue adverse impacts to the condition and function of the town's transportation system.
7. Minimize curb cuts on town roads and maximize the use of shared driveways.

Goal 7.3: Promote and support effective and efficient alternative transportation services.

Objectives:
1. Add bicycle and pedestrian facilities to the local transportation network..
2. Work with other valley towns and volunteer groups such as the Mad River Path Association, the Catamount Trail, VAST, and the Mad River Riders, to develop a network of bicycle paths and trails throughout the valley.
3. Encourage the development of bikeways adjacent to major valley roadways.
4. Encourage landowners to dedicate easements to permanently protect trails.
5. Continue to support the Mad Bus local transit service, and support efforts to make service more attractive and cost-effective.
6. Maintain the use of class four Town Highways for walking, bicycling, and other recreational uses.
7. Encourage development of a Senior van program.
8. Investigate the development of a volunteer driver program for elderly and disabled residents.
9. Encourage the shared use of transportation services and facilities.
10. Develop park and ride lots and encourage ridesharing and bicycling.

Goal 7.4: Maintain the rural character of the town's transportation network.

Objectives:
1. Maintain the scale, rural quality, and capacity of town roads during improvement and maintenance procedures.
2. Work with the Central Vermont Regional Planning Commission and VTrans to ensure that improvements to state roads are programmed and implemented to be consistent with the town's rural character.

Goal 7.5: Plan Fayston's transportation network in a comprehensive manner and in coordination with the efforts with neighboring towns.

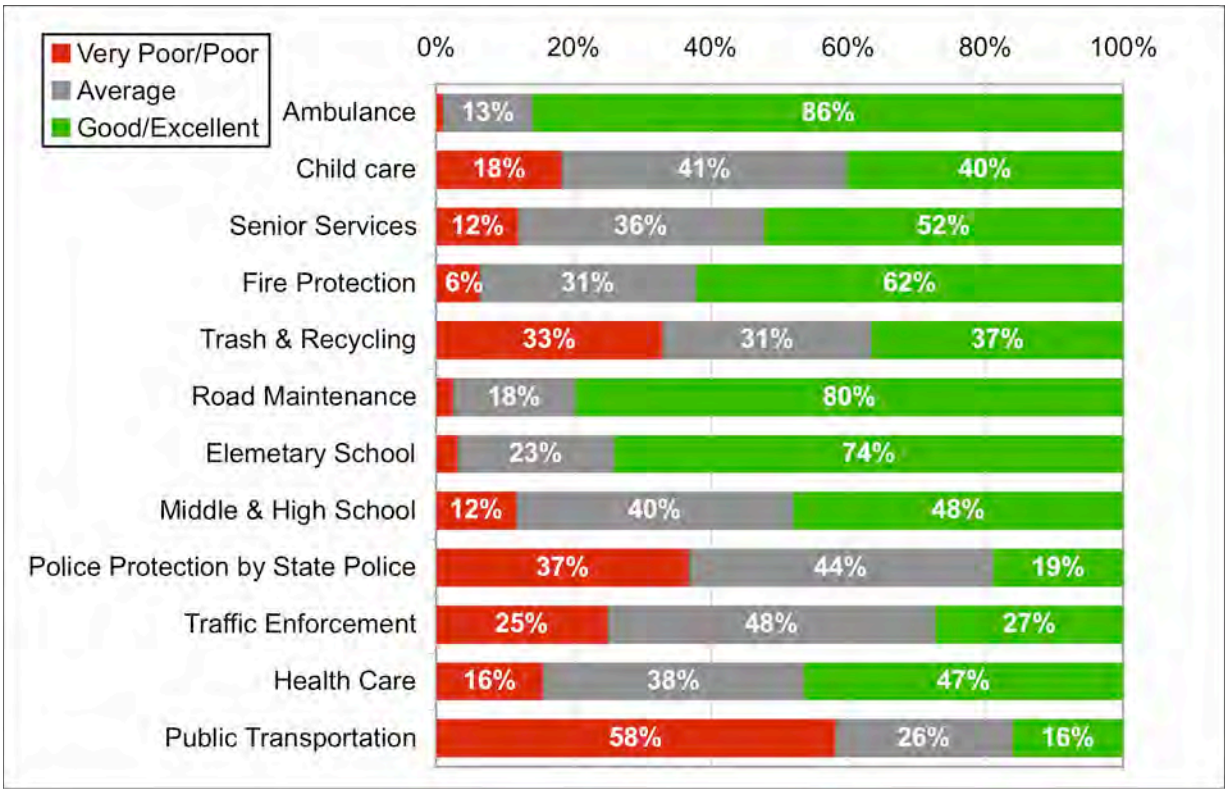
Objectives:
1. Continue regional transportation planning through the Mad River Valley Planning District, Mad River Valley Transportation Advisory Committee and Central Vermont Regional Planning Commission.
2. Investigate methods to focus development in growth centers in a manner that will reduce automobile trips.
3. Support the efforts of Waitsfield and Warren to focus development in growth centers (Warren Village, Sugarbush Lincoln Peak, and Waitsfield Village/Irasville) in a manner that will reduce automobile trips.
4. Work with neighboring towns to ensure that proposed developments in one town will not adversely impact the transportation system in neighboring towns.

8 Community Facilities: Schools, Services and Energy

8.1 INTRODUCTION

There are a wide variety of community services and facilities available to Fayston's residents. The 2006 Town Survey, residents rated most of the town provided services as good to excellent, and most privately or state provided services as average or better (see fig 8-1).. This chapter describes the educational and other public services currently provided by the Town, issues facing the Town in the next five to ten years and strategies for maintaining and enhancing these services. In terms of the average scores received, with 5 for excellent, 4 for good, 3 for average, 2 for poor, and 1 for very poor, the highest rated services were the same as those that received the highest rating for good or excellent. Services that, in total, were rated good to excellent (with average scores between 4 and 5) were the ambulance service, road maintenance, and the Fayston Elementary School. Services that were rated as average to good (with average scores between 3 and 4) were fire protection, senior services, middle and high school (Harwood Union), health care, childcare, trash and recycling, and traffic enforcement. Services that were rated as below average (with average scores of less than 3) were state police protection and public transportation.

Figure 8-1: Ratings of Available Services



Source: 2006 Fayston Town Survey

8.2 SCHOOLS

Fayston, along with Waitsfield, Warren, Moretown, Duxbury and Waterbury, is a part of Washington West Supervisory Union. Children in pre-school through sixth grade attend the Fayston Elementary School on the German Flats Road, while seventh through twelfth graders attend the Harwood Union High School in neighboring Duxbury. In the recent town survey 74 percent of respondents gave the elementary school an excellent rating and 48 percent gave the high school an excellent rating. Test scores in both Fayston and the WWSU continue to be among the highest in the state.

Long-term planning for Fayston's educational system centers on several issues including: planning for current school students in all grade levels, long-term enrollment trends, administration, financing, education planning, and school policy issues.

8.2.1 School Administration and Facilities

The Fayston Elementary School is administered by the Fayston School Board, a five-member board elected by Town residents. In addition to developing policy, overseeing the operation of the school and the management of school facilities, the Board serves as the Town's liaison with the State Department of Education in ensuring that the Fayston School meets state education and facility standards.

In 2005, an addition to the Fayston Elementary School added two new classrooms. With the added space, the school will be able to meet the growing educational needs for several years. A large private donation covered most of the construction cost; the balance was covered in a one-time assessment in the general budget for FY 2005 – 2006.

The Washington West Supervisory Union, under the guidance of a nine-member Board of Directors, administers Harwood Union High School. Located on Route 100 in Duxbury, Harwood was built in 1966 with capacity for 800 students, with additions and renovations the current capacity is 850 students. The enrollment for the 2007-2008 year is 815.

8.2.2 School Enrollments

Enrollment trends for Fayston Elementary have been very difficult to predict in recent years. Thanks to the 2005 expansion, Fayston Elementary School has a maximum capacity of approximately 150 students. At the time of the 1992-93 addition, it was anticipated that the expansion would provide sufficient space through 2000. The continued trend towards larger enrollments and changes in educational requirements, the Fayston Elementary School should have sufficient space to meet the town's needs for the next 5-7 years.

The Current enrollment at Fayston Elementary School is 116 students in grade pre-K through 6th. The school has seen a steady growth pattern over the past five years.

Washington West Supervisory Union is unable to forecast future enrollment at Fayston Elementary School, partially due to the unpredictability of new arrivals in Town. It is important to note, however, that in a small town, unanticipated increase can significantly affect total enrollment. In addition, the population and housing projections in Chapters 4 and 6 indicate that by 2020 the elementary school population could increase by as much as 10 percent if the Town's anticipated growth includes a similar proportion of families with elementary school-aged children. However, this projection may also be too high if current shift towards new families with older children, or no children, continues or increases.

There have been discussions of whether at some point Fayston might need to merge with another Valley elementary school to offset the high per-pupil costs of small elementary schools. There are ongoing study groups within the Valley communities examining options. Depending upon enrollment trends over the next five years, the merger issue may need to be revisited.

8.2.3 Per-Pupil Costs and School Financing

Fayston's per-pupil expenditures have increased in absolute and real terms at both the elementary and high school levels. Spending data also indicate that Fayston's per-pupil costs are on average within the Mad River Valley.

Under Act 68, the amount of State support for education is based primarily on the number of pupils in a Town's school. This per-pupil block grant formula has posed difficulties for schools with small enrollments, where the fixed costs of education, such as basic operational and facilities costs, are much higher per pupil than in schools with larger enrollments.

Currently the legislature is reviewing possible changes to the Act 68 funding formulas. Spending caps and limiting increases are among the options under consideration. Budgeting for a small school, while keeping tax increases in check, will continue to be a challenge. With rising property values, the Common Level of Appraisal (CLA) will continue to impact our tax base.

8.2.4 Valley Middle School Issue

In 1999, a group of residents and School Board members spent time working on the issue of whether there should be a middle school district governing the education of 7th and 8th graders from the Mad River Valley Schools. Currently Fayston 7th and 8th graders attend Harwood Union, which is governed by the Harwood Board. Duxbury and Waterbury send their 7th and 8th grade students to Crossett Brook Middle School in Duxbury, which is administered separately. Many felt that a similar middle school district for the Valley would improve the quality of education for Valley students. In December 1999, a vote was held, and the proposal to set up a separate district was defeated. This will not likely become a significant education planning issue in the coming years.

8.3 UTILITIES

8.3.5 Water Supply

Residences and businesses within the Town of Fayston, including the two ski operations, draw their water supplies from individual or small-scale community wells and springs. For the majority of the Town's water users, Fayston's mountainous terrain and dispersed settlement patterns make a public water supply system impractical. However, more intensive development at Sugarbush Mount Ellen (North) or elsewhere within the Resort Development and Recreation Districts may require a multi-user water supply system when development occurs. Such a system would be the responsibility of the private developers involved.

For the Route 17 corridor, from the Mill Brook to approximately the German Flats Road, Fayston and Waitsfield are jointly exploring the potential for a tie-in to Waitsfield's planned municipal water system. Preliminary engineering reports commissioned by Waitsfield show the potential for some commercial and residential users along Route 17 to be tied into a Waitsfield/Irasville system with little additional engineering work. If feasible and cost-effective, the provision of public water could help offset difficulties with on-site septic systems in this part of Fayston. The Select Board will continue exploring this option along with the Town of Waitsfield as plans are developed.

8.3.6 Wastewater Treatment Systems

Fayston faces several issues that are related to on-site wastewater treatment. One issue is to ensure that subsurface disposal systems are properly designed, installed and maintained for new and existing buildings. A second is the potential to provide community wastewater service (sewers) to those areas of town where more intensive development is desirable. With the new state standards more disposal options and more sites will be available.

8.3.6.1 On-Site Wastewater Regulation in Vermont

Effective July 1, 2007, local ordinances were superceded by state rules. These regulations provide minimum criteria for isolating disposal systems, septic tanks and leach fields from wells, property lines and buildings. Permits are also required for any substantial modification of a building that would lead to increased wastewater flows. The regional office of the Department of Environmental Conservation issues State wastewater permits.

8.3.6.2 Planning Considerations

Fayston's terrain and soils can pose serious problems for siting septic systems. Slopes of over fifteen percent gradient represent a majority of Fayston's land area; under new state regulations maximum ground slope at disposal area is 20 percent and discretionary up to 30 percent. Many soils in Fayston have poor quality for subsurface sewage disposal.

8.3.6.3 Managing On-Site Wastewater Systems

As with public water, a community wastewater disposal system is not feasible in most parts of Fayston. However, there may be potential to service the area around Sugarbush Mount Ellen (North) and the Route 17 corridor. Working with the Town of Waitsfield, which has commissioned a wastewater facilities plan for the future, Fayston is exploring the potential benefits and costs of community water and disposal.

There is also the potential to connect portions of the Rural Residential district adjacent to Irasville, which would allow for more dense development in this portion of Fayston. The Town will need to evaluate participation based on costs and on its own land use policies for these areas of Fayston.

How a Septic System Works

To properly treat wastewater from homes and businesses, traditional septic systems first collect water in a septic tank where solid materials "settle out." The water then flows or is pumped to a leach field, a set of trenches in the soil. Wastewater then percolates down through the soil, which cleans out bacteria and viruses. After passing through the soil, it returns to the groundwater under the leach field.

If a septic system doesn't function properly, or if there is too little soil under a leach field, the system may not completely clean the wastewater before it returns to groundwater. If untreated water reaches drinking wells, rivers or streams, these will become contaminated. Among the most common reasons for failure are poorly maintained systems and soils that are too shallow or too porous.

Floodplains and water recharge areas also present situations where sewage can easily contaminate water supplies. In general, leach fields should not be located on delineated floodplains and should be located an adequate distance from floodplains, streams and groundwater recharge areas to ensure water quality is not compromised.

Alternative treatment technologies are widely available. Such treatment systems utilize new technologies to treat wastewater more thoroughly before in-ground disposal. With improved treatment, wastewater can be discharged into poorer soils or a much smaller leach field than required for a conventional or sand filter system, making more land suitable for on-site disposal. Alternative systems have become available for residential and commercial use, and make more land available for development. A pumping schedule should be adhered to so as to ensure proper function.

8.4 WIRELESS TELECOMMUNICATION FACILITIES

Wireless communication has become part of everyday life and a service relied upon by business, emergency services, and the public. The ability to communicate with almost anyone, from anywhere at almost anytime brings added convenience and security to our lives. The residents of Fayston want and expect good service, but they also expect the design and placement of new facilities to camouflage and/or respect the quality of the rural landscape, and to comply with microwave emissions standards.

Wireless telecommunication facilities in Fayston are regulated through the Zoning Ordinance. The facilities are allowed only in the Forest District as a conditional use. Currently there are three facilities, of which two which are located on Mount. Ellen, and another has been installed at Mad River Glen. There are several carriers in Vermont, and many new companies seeking sites in the state. Obviously this is an issue that Fayston and other Valley towns will be required to deal with more often in the future.

8.5 ENERGY

The forest was the earliest energy source in Fayston. In the twenty-first century, the Town's land use patterns and economy have been shaped by the advent of other energy sources, including electricity, gasoline, gas and oil. These modern energy sources have facilitated the rapid growth of our community, at the same time however; this has resulted in the loss of the self-sufficient autonomy afforded our region up until the early 1900's when animal, wood, and mechanical Hydropower provided the bulk of our energy needs. While the Town has a very limited ability to influence local dependence on various energy sources, some Town policies can influence the efficient use of energy resources. Further, through an understanding of the issues related to energy use, the Town can more effectively plan for its future.

8.5.1 Electricity

Fayston is serviced by two suppliers of electricity, Green Mountain Power Corporation (GMP) and the Washington Electric Cooperative (WEC). WEC serves customers in North Fayston and parts of Central Fayston, with GMP serving the remainder of the Town. The primary transmission line serving the Valley enters Fayston from Waitsfield near Northfield Gap Road, feeding an electrical substation in Waitsfield Village.

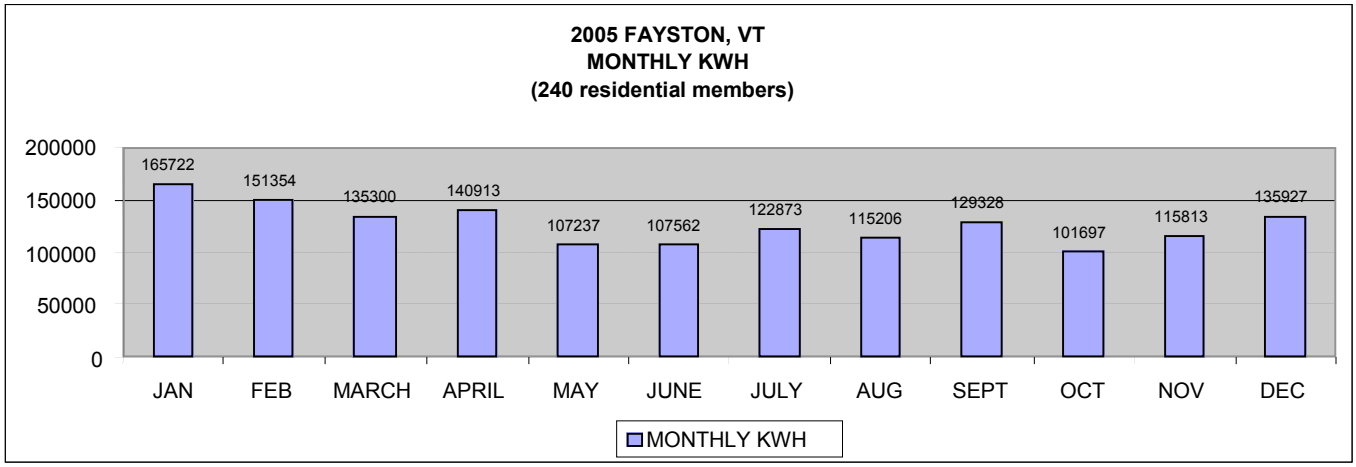
Despite hosting two ski areas, which are energy-intensive businesses, Fayston does not appear to have any capacity problems. GMP worked with the Valley's largest electricity user, Sugarbush Resort, to implement a load management plan enhancing efficiency at the ski area. This plan, coupled with improvements to the substation, should ensure that capacity exists to serve the Town for some time to come.

A sampling of the electricity usage of Fayston's 484 residences is shown in Figure 8-2. There are 240 metered year round residences located in the WEC territory. The data shows that the annual consumption was 1,528,932 kilowatt-hours (kWh) which averages to 531 kWh per household per month. By comparison the state average is 608 kWh per household per month or 15 percent greater.

Electricity costs increase as consumption goes up. For example, at present WEC rates, a household that uses an average of 5 kWh per day, or 152 kWh per month would pay $.05 per kWh, the average Vermont residence consumes 20 kWh and at present WEC rates would pay

$.16 per kWh. Within WEC territory, Fayston residences are paying an average of $.14 per kWh or $74.34 per month.

Figure 8-2: Electrical Consumption Patterns



Source: Washington Electric Coop, 1-10-07

The high cost of electricity to Vermont's consumers is a continuing issue for Fayston's residents, especially as home-based businesses become more and more common. While Town policy has little influence over state-regulated electricity rates, developing local policy, which encourages residents to improve energy efficiency, should clearly be a focus going forward.

8.5.2 Household Heating Fuel

Household energy use accounts for almost a third of total energy used in the state, and most of that residential use is for home heating and hot water needs. Two local companies, and several additional suppliers located in Waterbury and Montpelier, supply Fayston's residential energy users. Since 1990, some shifts in residential energy usage have occurred and are reflected in the table below comparing the 1990 and 2000 Census data. The data suggests that during the period wood and electricity have become proportionally less common as a primary heating fuel, and propane has increased the market share. Data from the American Housing Survey (AHS) shows this trend is national as well. New construction and heating conversions have contributed to this trend. Propane use has also increased its market share with fireplace inserts and space heaters.

Table 8-1: Primary Heating Fuel (All Occupied Housing Units)

Type of Fuel	1990	2000
Wood	35%	14%
Oil/Kerosene	29%	29%
Gas-Propane	28%	52%
Electricity	8%	4%
Solar/Other	0%	1%

Source: 1990 and 2000 U.S. Census

The type of primary heating fuel used depends on the type of housing unit. As shown in the next table, most of the units that use electricity as the primary heating source are multi-family units.

The vast majority of Fayston's multi-family housing stock was constructed in the early 1970s, before the oil shortages drove up electric rates.

Table 8-2: Type of Fuel And Average and Maximum Monthly Costs (1998)

Type of Housing Unit	% of year-round Units	Electricity	Oil	Propane	Wood
Apartment	5.0%	20%	10%	60%	10%
Condominium	4.0%	25%	0%	63%	12%
Mobile/ Manufactured Home	3.5%	0%	29%	57%	0%
Single-Family	88.4%	23%	31%	46%	18%

Source: Mad River Valley Economic Study, 1998

The relatively high cost of electric heat is largely responsible for the popularity of oil and gas for home heating. Since 1998 however, the cost of residential fuel oil and propane have increased significantly, supply issues have arisen, and environmental impacts have been identified that may direct consumers away from fossil fuels. Harwood Union High school has replaced its fuel oil boiler with a wood chip boiler and expects there to be a benefit in efficiencies, cost, and CO2 emissions. It is likely that new residential and heating conversions will turn to alternative energy methods for the same reasons (see 8.5.4). While a number of these alternatives offer cleaner burning solutions, the town should expect many to turn to wood as a fuel source again. As a result, the town should encourage catalytic converters on all conventional wood burning units to maintain air quality, or "Russian", stoves to maintain air quality. Additionally solar hot water panels have proven to be an extremely effective and environmentally friendly method of heating water. State incentives for solar hot water panels are quite good and effectively cover the cost of the panels not including installation and other materials. Efforts should be made by the town to educate the public about such programs and builders should be notified that they are strongly encouraged to incorporate measures toward energy efficiency in all areas of construction.

8.5.3 Transportation Fuel

As is the case in most of Vermont, the private automobile is the dominant means of transportation in Fayston. While heavy reliance on private cars is not likely to change in the near future, there are some opportunities for the Town to reduce dependence on private cars and increase energy efficiency.

Two energy-reduction recommendations of the 2002 Town Plan for commuter van service and a Valley transit system in conjunction with Sugarbush have been at least partly achieved. Green Mountain Transportation Authority (GMTA) is now running a commuter van from the Valley to Montpelier with connections to Barre that can be used by Fayston commuters. The Valley transit system, formerly known as the Valley T, has been re-named Mad-Bus and given a new logo. The new marketing strategy hopes to raise the profile and the ridership of the local transit system. The service began operations in December 1999 and provides free service to both Sugarbush Lincoln Peak (South) and Sugarbush Mount Ellen (North) during peak ski season.

Commuter links to Montpelier and Burlington continue to be a challenge. Busses run from and to Montpelier on a limited basis during the winter season. In the 2006 Town Survey Public Transportation received a 58 percent response in the poor range.

Another energy issue related to commuting is the emergence of a strong base of workers running home-based businesses in Fayston. As more and more workers can commute electronically from their homes, instead of driving, accommodating home occupations has become an important part of the Town's economic, energy and transportation planning policy.

The town of Fayston advocates the use of cleaner more energy alternative fuel vehicles (AFVs) AFVs include vehicles powered by electricity, natural gas, propane and bio-diesel fuels. Presently Sugarbush Resort has a bio-diesel program in place for on mountain vehicles. Additional transportation areas to address are bike paths through the town and more efficient use of school bus transportation, which is severely underutilized.

Finally, the potential for creating a growth center with integrated residential and commercial uses in neighboring Irasville should be seen as an energy efficiency issue as well as a land use issue as growth center development can reduce dependence on the automobile.

8.5.4 Renewable Energy Sources

8.5.4.1 Hydro

Hydro power has been used in Vermont for over 150 years. Originally used to provide mechanical power for such applications as grain and saw mills hydro is now almost exclusively used to produce electricity. There are several opportunities for micro scale (residential) hydro in Fayston. Some might consider the steep hilly geography within our borders a nuisance but this condition is well suited for hydro power where high head (vertical drop) is as important as gallons per minute.

The State and Federal regulatory climate is not especially favorable toward hydro development, particularly relating to any grid-tied application. Some residential off-grid applications though appear to be exempt from most if not all of the state and federal scrutiny and in these applications the town is encouraged to support reasonably designed projects.

8.5.4.2 Wind

Wind power has become one of the most economically viable sources of renewable power and is in most applications competitive with traditional power generation plants with the added benefit that it is not affected by spikes in fossil fuel prices and has minimal impact on the environment. Fayston has several excellent potential locations on its ridges for the placement of wind turbines and public sentiment seems to look favorably on the idea of locally sited wind farms. Understanding and honoring the importance of finding sustainable, clean and renewable sources of locally produced power should be a high priority for the town. Wind promises to fill this need while improving the security of the nation by reducing our need for foreign oil.

There are a number of opportunities for the use of renewable, locally generated energy sources in Fayston, although the realistic potential for fully utilizing these resources is not known.

8.5.4.3 Wood

Wood still serves as the primary source of home heating fuel for many Fayston households and probably provides a back-up or supplemental heating source for many more. This is one area in which the Town could be mostly self-sufficient for energy supplies. Encouraging sound forestry management and retention of an adequate land base to allow for sustainable timber production are important ways to encourage this self-sufficiency when coupled with clean burning technologies.

8.5.5 Sustainability Initiative

One of the most important aspects of the town plan is to layout a course into the future which anticipates the many challenges we face. The Fayston Sustainability initiative seeks to present a guiding statement regarding some of the potential hardships resulting from global climate change and fossil fuel depletion. Both of these issues have the potential to severely affect the availability and cost of energy and food for our community. In preparation for that eventuality it is incumbent upon us to make reasonable efforts toward increasing our self-sufficiency and thereby providing ourselves with a buffer from these destabilizing events. We have a rare situation here in the valley, in that we have the land and resources to support our entire population's food, electricity and heating needs. Preservation and enhancement of these assets will not only allow us to retain our rural image but also establish a resource "rainy day" fund if times get tough as in the depression era.

With these comments in mind the Fayston Sustainability Initiative seeks to:

- Encourage clean renewable electricity generation such as hydro and wind within our borders.
- Take measures to improve the energy efficiency of all consumers and reduce the overall consumption of electricity and heating fuel.
- Establish and maintain a baseline requirement for sustainable yield forest for home heating.
- Preserve all agriculturally viable land from building development.
- Where development is to occur cluster housing is encouraged.
- In all of our actions the health and well being of the environment is considered.

8.6 COMMUNITY FACILITIES

The Fayston Elementary School and Fayston Town Hall are the only two municipally owned community service facilities in Fayston. Both facilities are well used on a regular basis, serving as a location for meetings, sports practices, gatherings and more. Childcare and senior citizens'

services are available to Fayston residents through private and non-profit providers in Fayston and throughout the Valley.

8.6.1 Child Care

Recognizing that child day care is vital to a healthy community and a healthy economy, Vermont law requires that "A state registered family day care home serving six or fewer children shall be considered by right to constitute a permitted single-family residential use of property." As such, childcare is permitted by right in all but the Forest Reserve districts in Fayston. Day care centers serving more than six children are also permitted as conditional uses in the Rural Residential and Recreation districts.

Within Fayston and the surrounding Valley towns, there are several registered home day care providers and twelve State-licensed childcare providers. Fayston has also developed an after school program to better accommodate double income families and insure an educational opportunity. The 2006 Town Survey reports that 23 percent of full-time residents have at least one child in day care, 56 percent reported that childcare is hard to find and often negatively impacts them. A more formal study into the needs of the families, affordability and lack of childcare may be required.

8.6.2 Senior Citizen Services

Fayston's senior citizens are served by Mad River Senior Citizens, Inc., which is the clearinghouse for senior meals, transportation and housing services in the Mad River Valley. Services are based in the newly-opened Evergreen Place Senior Center in Irasville, which hosts weekly meals, medical services and social activities as well as providing 16 shared housing units. The facility has enabled the seniors to consolidate activities and services into one building that is served by transit and within walking distance of banks, offices and shops in Irasville.

When Evergreen Place opened in 1999, it marked the culmination of a multi-year, million dollar planning and fundraising effort to provide what has become Vermont's only combined senior shared housing and Senior Center complex. Capital planning for current and future needs of Evergreen Place is an on-going effort. Recent restructuring of the facility's ownership and management should guarantee the facility's long-term viability.

Transportation by GMTA is provided to those who qualify for medical treatment, meal programs, senior center services and shopping trips.

8.7 EMERGENCY SERVICES: FIRE PROTECTION, POLICE & AMBULANCE SERVICES

Fayston utilizes cooperative agreements with other area governments to provide both police and fire protection services to residents.

8.7.1 Fire Protection

Since 1988, Fayston has maintained an agreement with the Town of Waitsfield for fire protection. The budget has been based on a 60/40 percent allocation between Waitsfield and Fayston, respectively. This allocation, determined at a joint Waitsfield/Fayston select board meeting each year, is based on the distribution of the number and type of calls in each town over the past year. Since 1996, the Fire Department has made an average of 16 calls in Fayston and 24 calls in Waitsfield each year. In 2006, the Fire Department responded to 76 calls, of which 33 were in Fayston. In 2005, the Fire Department made 68 calls, 30 of which were in Fayston and 37 in Waitsfield. In 2004, 37 percent of calls were in Fayston, closely reflecting the 60/40 split. 2007 followed the trend with 43.25 percent of the 88 total calls.

The Fire Department feels that the 60/40 arrangement is appropriate at this time. However, it may need to be re-evaluated if new development in Fayston leads to an increase in the proportion of calls from Fayston and/or a significant, longer-term increase in the total number of calls per year. At the present time, there are no areas in Fayston that are especially difficult for the Fire Department to service, and Chief Palmer states that communication between the Town and Fire Department has been excellent.

The Fire Department is currently made up of approximately 24 active volunteers. The Department is located in Waitsfield Village next to the General Wait House on property leased from the Waitsfield School Board. The past performance of the Fire Department has been exceptional. In 2005 the department was awarded a Homeland Security grant in the amount of $40,850 which was used for equipment.

8.7.2 Police Protection

The Vermont State Police and the Washington County Sheriff's Department are the two organizations responsible for law enforcement in Fayston and the Mad River Valley. The State Police operate out of the Middlesex Barracks, located on Route 2 in Middlesex, and are primarily responsible for all law enforcement matters in the Valley, including major criminal investigations.

Unlike the neighboring towns of Waitsfield and Warren, Fayston has elected not to supplement the level of police protection currently provided by the State Police and County Sheriff. Should the Town choose to add services in the future, this can be done by contracting with the County Sheriff for services on a cost-per-patrol hour basis. The 2007 Town Meeting discussion on police protection conveyed that home protection is important but currently not available through the Sheriff or State police, though the State Police will respond when called. Recently a Valley Constables Association has been formed.

8.7.3 Ambulance Services

Fayston's ambulance services are provided by the volunteer Mad River Valley Ambulance Service (MRVAS) based in Waitsfield. The MRVAS is supported by annual appropriations from the Towns and Sugarbush, as well as community donations, subscriptions and fees for service. In 2005, the MRVAS responded to 413 calls.

Helping support the continued vitality and financial health of this volunteer ambulance service will be important for Fayston to ensure that these services are available for residents and skiers. As with fire protection, residents strongly support the MRVAS and believe it provides excellent service.

8.8 HEALTH CARE

The Mad River Valley is served by one health care facility, the Mad River Valley Health Center, Inc. (MRVHC) in Waitsfield. This non-profit Corporation was formed in the early 1980's, and purchased a small ranch house on Route 100, hoping to attract a physician to The Valley, and thus ensure the provision of "local" health care services. Dr. Fran Cook eventually came to The Valley and purchased the practice (Mad River Valley Family Health), while the MRVHC , Inc. retained ownership of the building. As our population grew, so did Dr. Cook's practice, and eventually the "little ranch house" was no longer meeting the needs of the community. After a successful, Valley-wide, capital campaign, the MRVHC began construction of a new, 2-story, facility in the Spring of 2005, and opened the building in December of that same year. With the construction completed, the MRVHC volunteer Board of Directors (comprised of members from Warren, Waitsfield, Fayston, Moretown, and Duxbury) remains focused on its duties as landlord, and is also coordinating health education programs and outreach on topics of interest to the community. Mad River Valley Family Health was recently sold to Central Vermont Medical Practices Group (a part of Central Vermont Hospital), who has signed a long term lease with MRVHC, Inc.

The MRVHC operating budget includes contributions from the Valley towns. Contributions are also requested from Moretown and Duxbury. Financial support from the Valley towns enables the MRVHC, Inc. to achieve its mission and best serve the community. Specifically, the Health Center is:

- A modern health center keeping with the character of the Valley
- A custom designed medical office space that provides improved privacy and confidentiality and is fully accessible to the disables and the Mad River Valley Ambulance
- A building that is leased to a variety of healthcare providers including family practice, mental health services, physical therapy and massage therapy
- A health center that is community owned and unaffiliated with another healthcare institution
- A venue to emphasize health promotion with a movement/wellness studio
- A venue for a wide variety of Community Health education services and workshops

Together, MRVHC, Inc and the Valley Towns will continue our partnership to provide the Mad River Community with excellent health care of all residents and visitors. The Mad River Valley Health Center is committed to serving all residents, regardless of their ability to pay. Outpatient hospital care is available at the Central Vermont Medical Center in Berlin, Gifford Medical Center in Randolph, and Fletcher Allen Health Care in Burlington.

8.9 SOLID WASTE DISPOSAL

Under Vermont law (Act 78), all Vermont communities are required to adopt a solid waste management plan or participate in a solid waste district with an approved solid waste plan. Fayston is part of the Mad River Solid Waste Alliance (MRSWA), which was formed through an Interlocal Agreement signed in 1994. The MRSWA, which includes Fayston, Waitsfield, Waterbury, Moretown and Warren, operates with a Solid Waste Implementation Plan that was completed in 1993 and amended in 1995. The plan was prepared with the assistance of the Central Vermont Regional Planning Commission and was adopted by the Board of Selectmen in October 1993. The solid waste plan addresses the Town's solid waste responsibilities through the competitive use of private waste management and disposal vendors.

Under this plan Fayston residents use the Moretown Landfill, Inc. in Moretown for solid waste disposal and have the Waitsfield Transfer Station for a local transfer station. A number of private haulers also provide home and business pickup. Two used oil collection tanks are also made available at the Waitsfield Transfer Station and Moretown Landfill, Inc. landfill in Moretown, and an oil filter crusher is available at the landfill.

The current operating cell of the WSI landfill in Moretown has a life expectancy of nine years. The future of these facilities, especially lined landfill capacity, is far from certain and could be a significant problem in the future. This is an issue that bears watching from a planning perspective. The life of the landfill can be extended through waste reduction and recycling. Purchasing products made from recycled goods will encourage markets for recyclable, which will in turn extend the life of the landfill.

8.10 VALLEY AND REGIONAL PLANNING

Fayston is an active participant in two regional planning agencies, the Central Vermont Regional Planning Commission (CVRPC) and the locally-funded Mad River Valley Planning District (MRVPD). Participating in these two agencies gives the Town a voice in planning and policy at the county/regional level through CVRPC and in matters of Valley-wide concern, including ski area growth and development, through the MRVPD.

Fayston has representatives to CVRPC's planning body and its transportation advisory committee, or TAC. One of the most important roles of CVRPC is policy setting on transportation projects, including the Route 100/17 and Mill Brook Bridge project that is so critical to Fayston. For all transportation projects of regional significance, including 100/17 and Mill Brook Bridge, CVRPC has one vote on the preferred alternative. The Town's representative

to CVRPC's TAC actively represents the Town's position on the preferred alternative. Fayston must maintain an active presence at the Regional Planning Commission TAC to ensure its concerns are fully represented in regional transportation decisions.

One Fayston Planning Commission member and one selectman represent the Town on the Steering Committee of the Mad River Valley Planning District. For Fayston, the MRVPD has four major functions: planning support; special project assistance and management; grants writing; and ski area growth and development review. The MRVPD provides grants writing and planning assistance to Town boards and staff, as well as support on major projects such as Phen Basin and Town Plan updates. The Steering Committee also reviews all Act 250 permit applications sought by Sugarbush Resort. In cases where a Valley-wide impact is identified, the Steering Committee seeks party status for the Act 250 proceedings and works with Sugarbush on mitigation measures to offset any anticipated impacts. This role will be important in monitoring any future development that might occur.

CVRPC is supported through annual dues assessed based on a Town's population. Funding for the MRVPD is set annually by the Steering Committee. Generally, the MRVPD's budget is divided into four equal shares paid by the three towns and Sugarbush. However, in years where one town or project requires an extraordinary share of the District's time, special appropriations or grant funds may be used to offset the share paid by the other towns and/or Sugarbush. Fayston's share of the MRVPD budget in 2007 is $19,100.

8.11 PARTNERSHIPS WITH COMMUNITY AGENCIES

To enhance the services it provides to its residents and to pool resources with other towns, the Town of Fayston provides annual financial support to a range of non-profit agencies operating within Fayston and the Mad River Valley. These agencies, such as Wheels Transportation, the Mad River Valley Ambulance Service, Mad River Valley Senior Citizens, Inc. and Skatium, offer important community services that the Town on its own could not provide. Supporting non-profit and community agencies have long been seen as sound governmental policy and a cost-effective way to provide these services to residents. Moving forward, agencies that desire Town funding should assist the Town by demonstrating how Town funding fits into an agency's larger financial plan and what services are provided to Fayston residents.

8.12 GOALS AND OBJECTIVES

Goal 1: Expand community services and facilities in a manner which reinforces Fayston's land use policies and does not overburden the Town's taxpayers.

Objective 1: Continue to provide high quality education to Fayston's youth population.

Implementation Strategies:

a. School Board should develop an improved, locally based method for monitoring and projecting enrollment trends to facilitate planning for Fayston Elementary School.

b. Better utilize the Fayston Elementary School as a community resource available for a variety of public uses other than its primary educational function.
c. Support Harwood Union School District's effort to identify current and future space needs, and alternatives for addressing these needs.
d. School should monitor trends in technology for new educational methods.

Objective 2: Provide municipal services necessary to ensure the health, safety, welfare and emergency service needs of Fayston residents and visitors.

Implementation Strategies:
a. Continue the agreement with Waitsfield to jointly fund the Waitsfield/Fayston Volunteer Fire Department.
b. Ensure that all development is accessible to emergency service vehicles and require that new development provide fire protection facilities as deemed necessary, such as pull offs on driveways in excess of 500' and ponds for protections.
c. Continue to provide annual financial support to the Mad River Valley Ambulance Service.
d. Continue to provide annual financial support to the Mad River Valley Health Center.

Objective 3: Encourage and support private organizations working to meet the diverse needs of our community.

Implementation Strategies:
a. Continue to support the Mad River Valley Senior Citizens as current and future needs for seniors and for the Evergreen Place Senior Center are developed.
b. Review the Fayston zoning Ordinance to ensure that adequate provisions allowing day care facilities are included and to reflect statutory changes.
c. Encourage the continued vitality of the Valley's private cultural organizations and facilities.
d. Encourage the continuation of the Valley Community Fund.

Objective 4: Explore the potential for public water and wastewater treatment services with adjacent towns, Sugarbush Resort and Mad River Glen.

Implementation Strategies:
a. Work closely with the Town of Waitsfield and the Mad River Valley Planning District on plans for public sewer and water serving Irasville to determine if service should be extended into Fayston.
b. Coordinate the development of wastewater treatment with the potential development of such a facility at Sugarbush Mount Ellen.
c. Through the MRVPD, continue efforts to explore the feasibility of a Valley wastewater district.

Goal 2: Facilitate and encourage the availability of energy resources at reasonable costs, while ensuring public health, aesthetic quality and environmental protection.

Objective 1**:** Encourage conservation of energy resources and the efficient use of renewable sources of energy.

Implementation Strategies:

a. New residential, commercial and industrial developments should be encouraged to meet high standards for energy efficiency.
b. Encourage concentrated development patterns and promote land use policies that help achieve this goal.
c. Encourage Green Mountain Power and Washington Electric Co-Op to develop and implement demand-side energy management programs.

Goal 3: Increase cooperation and coordination with neighboring towns, the Central Vermont region, and the State.

Objective 1**:** Continue fostering cooperative partnerships with other Valley Towns in order to better address issues of mutual concern, enhance efficiency through cost sharing, and minimize conflict through ongoing communication.

Implementation Strategies:

a. Continue the Town's participation in such multi-town organizations as the Mad River Valley Planning District, Mad River Valley Recreation District, Central Vermont Regional Planning Commission, and Washington West Supervisory Union, and explore other opportunities for forming inter-town entities to provide services in a cost-effective manner.
b. Provide neighboring towns with an opportunity to participate in the planning process regarding matters of mutual concern.
c. Continue to work with neighboring towns to address such issues of mutual concern as solid waste management and police and fire protection, and explore other opportunities for such relationships.
e. Encourage and support private organizations currently providing public services to area towns, such as the Mad River Valley Ambulance Service and the Mad River Senior Citizens.
f. Implement, in conjunction with other Valley towns and the Central Vermont Regional Planning Commission, the Five Town Solid Waste Alliance Management Plan, which complies with all state statutes.
g. Continue to support the operation and expansion of the transfer station at a convenient location, subject to the terms of the aforementioned solid waste plan.

Objective 2: Ensure that state decisions affecting land use, transportation and commercial activity in the Town of Fayston are compatible with the Fayston Town Plan.

Implementation Strategies:

a. Maintain an active presence on the Central Vermont Regional Planning Commission and its Transportation Advisory Committee to ensure Fayston's position is fully represented on all regional policy and transportation decisions.

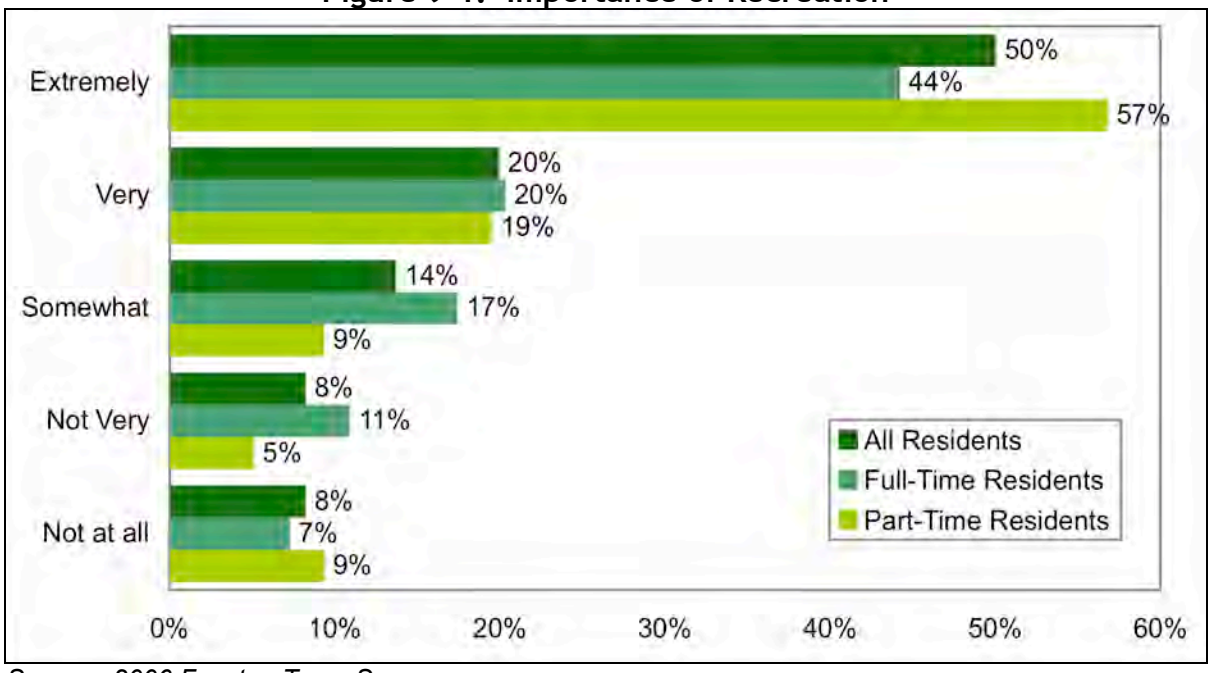
b. Review state decisions and actions affecting the Town for compatibility with the Fayston Town Plan.
c. Participate in Act 250 decisions to ensure that interpretations of compatibility with the Town Plan are made by the Fayston Board of Selectmen and Planning Commission.
d. Review State agency plans to ensure consistency with this Town Plan.

9 Recreation

9.1 INTRODUCTION

Fayston is fortunate to have an exceptional array of year round, outdoor recreational resources, both within its boundaries and in the neighboring Valley towns, and these recreational opportunities are highly valued. In the 2006 Fayston Town Survey, full-time residents rated recreational opportunities the second most important town asset. Part-time residents rated it the single most important asset. A large majority of households (70 percent) stated that they consider recreation to be "very" or "extremely" important (see Figure 9-1). The ability to recreate actively is also an important way in which Fayston residents can maintain healthy lifestyles.

Figure 9-1: Importance of Recreation

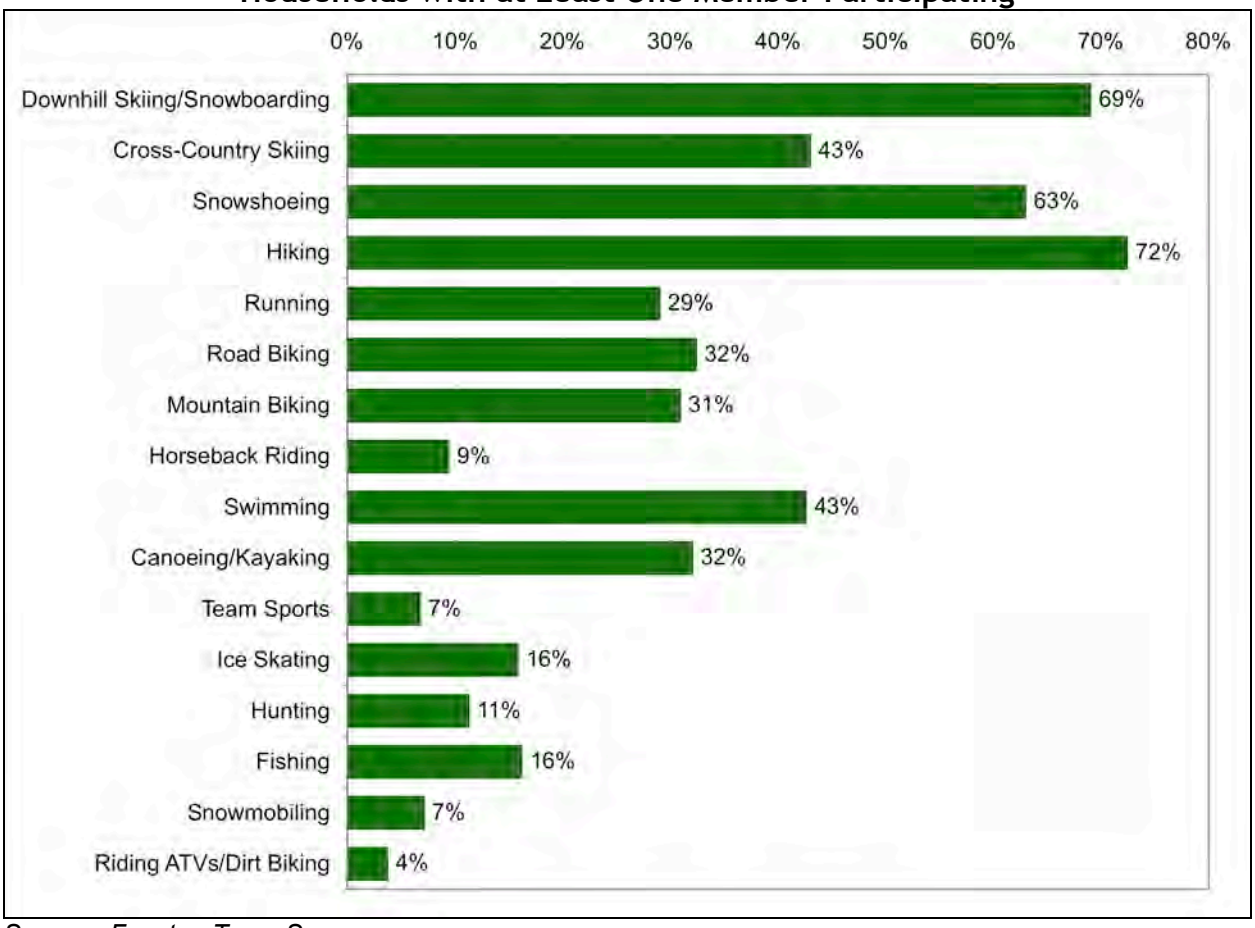


Source: 2006 Fayston Town Survey

Fayston residents participate in a wide variety of recreational activities. The most popular are hiking, downhill skiing and snowboarding/riding, and snowshoeing (see Figure 9-2). The next most popular activities are cross-country skiing and swimming. Other activities include road biking, canoeing and kayaking, and mountain biking.

The favored activities of full-time and part-time residents are very similar. The only significant differences are that more full-time residents hunt (17 percent of full-time households versus 5 percent of part-time households) and snowmobile (11 versus 3 percent).

Figure 9-2: Recreation Activities:
Households with at Least One Member Participating



Source: Fayston Town Survey

9.2 RECREATION ASSETS

Most recreation in Fayston is centered around the town's two ski areas—Mad River Glen and Sugarbush—and the use of the town's undeveloped forests and mountains for back country skiing, hiking, mountain biking, horseback riding, snowshoeing, snowmobiling, hunting and fishing, and other land-based activities.

9.2.1 Ski Areas

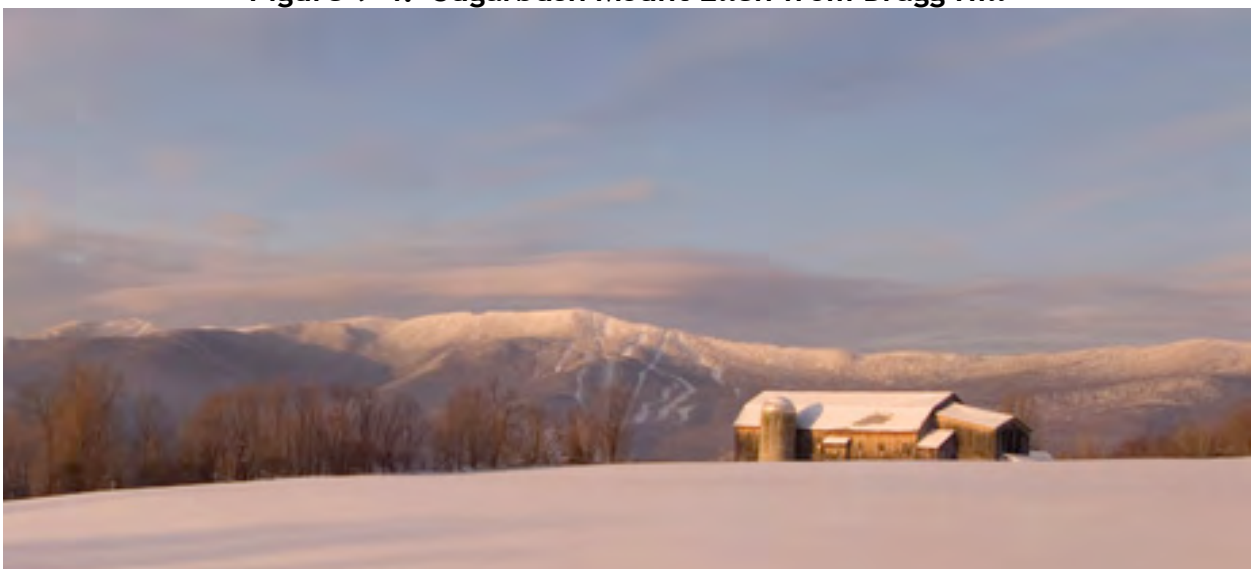
Fayston is home to two of New England's best ski areas: Mad River Glen and Sugarbush. Mad River Glen is one of the most unique ski areas in the county, and is consistently rated for the most challenging terrain in the east and often the country. The area is retro in many respects in that it makes very little snow, its main lift is a single chair (newly rebuilt in 2007), and that it doesn't allow snowboarding. Mad River Glen is a cooperative owned by nearly 2,000 shareholders who ensure that the Mad River Glen maintains its existing character and largely remains as it is.

Sugarbush, on the other hand, is a ski area that has recently worked very hard to upgrade its facilities to address much of the neglect that had occurred under previous ownership and to become more competitive within New England. Sugarbush is significantly larger than Mad River Glen and has two base areas: the Lincoln Peak base area in Warren and the Mount Ellen base area in Fayston. The main focus of Sugarbush's new development has been at the Lincoln Peak base area, which is the larger of the two and where most development has historically been located. However, Sugarbush offers a Mount Ellen-only pass, which draws many skiers to the Fayston side.

Both Sugarbush Resort and Mad River Glen have made their facilities available to the Fayston Elementary School for its ski program. This practice has been extremely beneficial for the Town and well appreciated.

Figure 9-3: Mad River Glen's New Single Chair

Figure 9-4: Sugarbush Mount Ellen from Bragg Hill



9.2.2 Publicly Owned Lands Used for Recreation

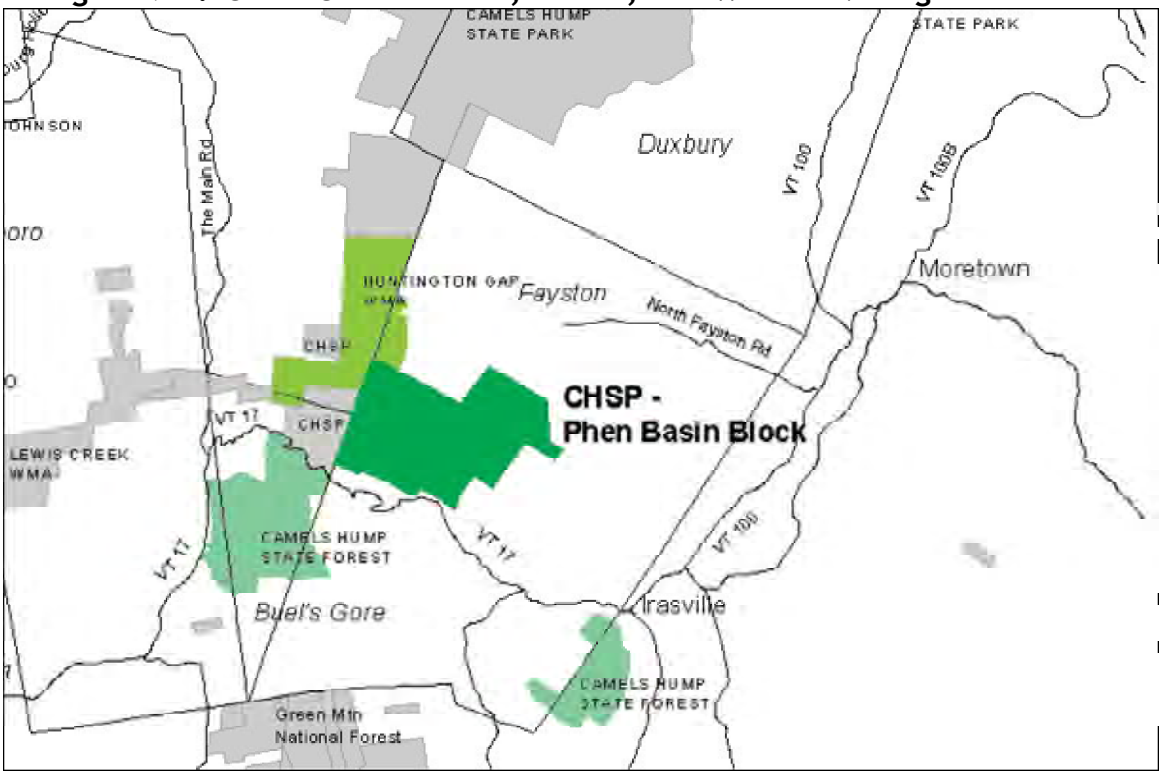
There are a number of publicly owned lands that are open to Fayston residents and visitors for a wide variety of recreation activities. These include Phen Basin, which is part of Camel's Hump

State Park, the Howe Block of Camel's Hump State Forest, the Huntington Gap Wildlife Management Area, and the Chase Brook Parcel.

9.2.3 Phen Basin

Phen Basin is a 3,100 acre parcel that is now part of Camel's Hump State Park and is located to the north of Route 17 below Appalachian Gap (see Figure 9-5). Phen Basin was conserved through efforts of The Vermont Land Trust, The Trust for Public Lands, the Town of Fayston, the Mad River Planning District, and then transferred to the State. The varied terrain includes part of the eastern slope of the Green Mountains, forest, old logging roads, and wetlands. The rich mix of forests and wetlands provides habitat for bear, moose, and songbirds. The Catamount Trail, VAST snowmobile trails, mountain biking and hiking trails are located within Phen Basin.

Figure 9-5: State Owned Parks, Forest, and Wildlife Management Areas



Phen Basin was the subject of a large amount of controversy in the early 2000s when the State closed a network of mountain biking trails by bulldozing and felling trees across them. This led to the development of a Stewardship Plan that is designed to balance human use with wildlife preservation. To achieve this, human activities are limited in certain areas, at certain times, and to certain activities. Some use issues remain unresolved, but Phen Basin continues to be one of the town's most important recreational areas.

9.2.4 Howe Block of Camel's Hump State Forest

The Howe Block is part of Camel's Hump State Forest, which is located along the Fayston/Waitsfield town line east of Tucker Hill Road and west of Route 100. The Howe Block is heavily used for mountain biking, hiking, snowshoeing, and cross-country skiing, and contains a relatively large trail network, much of which has been recently formalized. Official access points with parking are located near the bottom of Dana Hill Road and the top of Tucker Hill Road. There are also numerous other access points from a surrounding network of informal mountain biking trails.

9.2.5 Huntington Gap Wildlife Management Area

Huntington Gap Wildlife Management Area (WMA) is a 1,568-acre parcel that is largely located in Huntington, but has 135 acres in Fayston. It lies mainly on the west side of the main range of the Green Mountains between Burnt Rock Mountain and Molly Stark Mountain, including a low saddle known as Huntington Gap, and is adjacent to Phen Basin. The Long Trail, Catamount Trail and a VAST snowmobile trail cross portions of the WMA. Huntington Gap WMA is also open to hunting, trapping, fishing, hiking and wildlife viewing. The WMA is owned by the State of Vermont and managed by the Vermont Fish & Wildlife Department.

9.2.6 Chase Brook Parcel

The Chase Brook Parcel is a 237 acre parcel of undeveloped forested land adjacent to German Flats Road near the Fayston Elementary School. Through the efforts of the Vermont Land Trust and others, it was recently conveyed to the Town from Sugarbush using funding provided by a number of non-profit organizations and individuals. In addition, Sugarbush transferred an adjacent parcel (the VanLoon site north of Chase Brook where the pump station draws water from Chase and Slide Brooks for snowmaking) to the Town for access to the Chase Brook parcel and for parking. In the summer of 2007, the MRPA built a new foot bridge with Recreation District grant funding across Chase Brook so that Fayston Elementary students and the public in general would have easier access to the trails on the parcel.

The parcel includes a long section of the Catamount Trail, part of the Mad River Path Association's Mill Brook Trail, and mountain biking trails that were formerly part of the Tucker Hill cross country ski network. The parcel contains a mapped deer yard and is frequented by black bears.

9.3 RECREATIONAL FACILITIES

With the exception of Fayston Elementary School's gym and playground, which are available to the public during non-school hours, recreational facilities that are available to Fayston residents are located in neighboring towns.

Given Fayston's small size, and the small size of other Valley towns, it makes most sense for Valley towns to work together to provide joint facilities and programs. As the Valley continues

to grow, Fayston will need to continue to work with Waitsfield and Warren Towns to expand existing facilities and to provide new facilities.

9.3.1 Playing Fields

Many public and private recreation programs, such as Mad River Valley Little League and Soccer, use the Couples Club field in Waitsfield, which is a private recreation field available to Valley residents and local elementary schools. Current demand for field space far exceeds the available supply in the Valley, causing scheduling problems. The Town of Waitsfield has set aside funding annually in its conservation, recreation and restroom fund to purchase land for playing fields if suitable land becomes available.

9.3.2 Swimming

The Mad River Valley's best swimming is generally in swimming holes along the Mad River. The two most popular locations are the Lareau Swim hole on Route 100 in Waitsfield and Warren Falls in Warren, which is now a part of the Green Mountain National Forest. A number of other swimming holes also exist along the Mad River.

Swimming pools are available at the Bridges and the Sugarbush Health and Racquet Club in Warren, both of which are private clubs that allow non-members on a fee-for-use basis. The nearest public swimming pool is an outdoor pool in Waterbury, and Fayston residents may use the pool at the non-resident rate.

9.3.3 Ice Skating

The Skatium, located in the Irasville growth center in Waitsfield, provides youth and adult skating programs. As with recreation fields, demand for ice time at the Skatium often outstrips available supply and creates scheduling difficulties. The Skatium receives grant money from the Recreation District to assist its operations. Efforts on the part of the Skatium to develop a longer-term financial plan and to find a permanent location for an expanded rink should be encouraged to meet important recreational need in the Valley.

The Town of Waterbury also recently built an enclosed skating rink that is now used by Valley hockey programs.

9.3.4 Skateboarding

The Open Hearth Community Center hopes to construct a skate park in Waitsfield. The park is being funded through a grant from the Mad River Valley Recreation District and donations raised by skateboarders and supporters.

9.4 TRAIL NETWORKS

Fayston has an extensive network of trails for hiking, walking, mountain biking, cross-country skiing, riding, and snowmobiling. Many of these trails are part of larger networks, such as the Catamount Trail, the Long Trail, and the Mill Brook Trail. Others are informal and dependent upon the generosity of private landowners. These trail resources are extremely important to both Fayston residents and visitors. Protecting existing trails, providing for additional trails, completing connections within existing networks and providing multiple uses–for hikers, horses, snowmobiles, bikers and skiers–is an important planning issue for the Town.

9.4.1 Catamount Trail

The Catamount Trail is a cross country ski trail that traverses the Green Mountain ridge from Massachusetts to Canada. It is maintained by the Catamount Trail Association, which is a non-profit organization. Portions of the trail in Fayston are also heavily used for hiking and mountain biking.

In Fayston, the trail runs roughly parallel to German Flats Road and Route 17 and then through Phen Basin. There are two permanent access points: The Battleground where there is permitted parking and from German Flats Road near Hiddenwood Road. The trail can also be accessed via a short spur trail from the VanLoon barn site across from the Fayston Elementary School (where there is parking and a new bridge across Chase Brook).

Much of the trail in Fayston runs across private parcels. The CTA has obtained permanent easements from a number of property owners, and ensuring permanent access is one of the CTA biggest challenges. The CTA has stated it would welcome the Town's assistance in helping secure agreements for trail crossings and/or access. There is one short gap in the trail on Maple Ridge Road near the Warren line, where the trail previously used a Class 4 road that was upgraded to Class 3 to accommodate a subdivision.

9.4.2 Mill Brook Trail

The Mill Brook Trail is a single track trail with steep gradients that runs parallel to Route 17 from Tucker Hill Road to near the Mad River Barn through mostly hemlock forests. Between German Flats Road and its terminus near the Mad River Barn, it is continuous with the Catamount Trail. The trail is well used for hiking, mountain biking, snowshoeing and cross-country skiing. Trail heads are located off of Tucker Hill Road, Route 17 at the Millbrook Inn and the Tucker Hill Inn, and German Flats Road across from Fayston Elementary School.

The Mill Brook Trail is managed and maintained by the Mad River Path Association (MRPA), a local non-profit organization. Ultimately, the MRPA would like to connect the Mill Brook Trail to Irasville and Mad River Glen. As with the Catamount Trail, most of the Mill Brook Trail is on private land, and land transfers and subdivisions continue to present challenges to maintaining trail access.

9.4.3 Vermont Association of Snow Travelers (VAST) Trails

The Mad River Ridge Runners is a local snowmobiling club that is part of the statewide Vermont Association of Snow Travelers (VAST) that maintains 79 miles of snowmobile trails in Fayston, Duxbury, and Moretown. As with the Catamount and Mill Brook Trails, most VAST trails also run through private land. VAST has been very successful in maintaining good relations with property owners, and thus continued trail access. However, as is the case with other trails, property transfers and subdivisions present ongoing challenges for maintaining an interconnected network.

9.4.4 The Long Trail

Fayston is home to six miles of the famed Long Trail, which follows the spine of the Green Mountains from Massachusetts to Canada. The Green Mountain Club, which is based in Waterbury Center, coordinates maintenance of the Long Trail with landowners, public agencies and volunteers. In Fayston, the trail can be accessed from Route 17 at Appalachian Gap, and via the Hedgehog Brook Trail, which runs from Big Basin to the Long Trail.

Through purchases and easements, the GMC desires to permanently protect the trail corridor, and has had a great deal of success within Fayston. Sugarbush has granted an easement from the northern border of the Green Mountain National Forest to near the top of General Stark Mountain, Mad River Glen has donated an easement from General Stark Mountain to Appalachian Gap, and the Big Basin Forest Trust donated an easement from the Phen Basin line to its northern property line on Mt Ethan Allen. Part of the trail also runs through Phen Basin, which is protected through state ownership.

9.4.5 Informal Trails

Fayston has a large network of informal trails on private and public land that are used for hiking, mountain biking, horseback riding, cross-country skiing and snowmobiling. Many are along Class 4 town highways, abandoned logging roads, and former cross-country ski trails. Others are well-worn routes through public lands, such as Phen Basin. Three of the largest networks are around the Howe Block of Camel's Hump State Forest, along Old Center Fayston Road and Center Fayston Road, and along the Catamount Trail east of German Flats Road.

Many of these trail are heavily used and some are more heavily used than many of the formal trails. However, due to their informal nature, these trail networks are constantly in flux, and in different areas, either expanding or contracting. Over recent years, many have been adversely impacted by subdivisions and new developments, and some interconnected networks been disconnected.

The Conservation Committee is working with other trail user groups and private citizens to acknowledge these trails and ancient roads to keep them open for continued public use.

9.5 HUNTING

Hunting is part of the traditional way of life in Vermont, including Fayston. The Town is considered prime hunting ground by both local hunters and visitors. Wildlife is plentiful in the wooded hills, where species of deer, moose, coyote, fox, fisher, turkey, and black bear are widespread. As with other recreational activities, as residential development expands into more remote areas, more land is being posted and less is available for hunting.

9.6 FISHING

Many of the streams and brooks in Fayston are prime for local game fish. Brooks are tested and stocked by the Fish and Game Department on a regular basis. Stream access is legal on public lands and at bridge crossings, but land owner permission is needed in other areas.

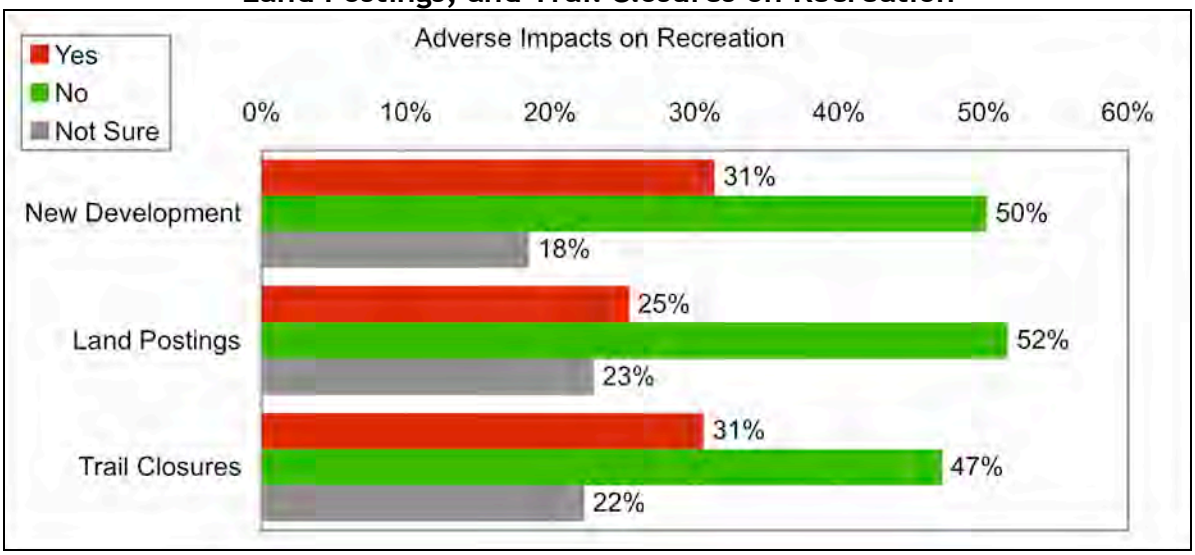
9.7 RECREATION ISSUES

As described above, recreational opportunities are highly valued by Fayston residents and as the population increases, the demand for recreational opportunities increases. However, the most popular recreational activities are land-based, and increased development has reduced the amount of land available for the types of recreation that are most desired—from hiking to backcountry skiing to hunting. New development has also resulted in a fragmentation of existing trail networks. For example, the upgrade of a Class 4 road to Class 3 to enable development of the Maple Ridge Road subdivision off of German Flats Road resulted in the loss of a section of the Catamount Trail. There, skiers must now take off their skis and walk along a section of road. Two other recent subdivision applications proposed to upgrade Class 4 roads and eliminate trail use, but were subsequently modified to provide parallel trails. A number of new developments and subdivisions have also resulted in the closure or relocation informal trails.

The significance of these issues is highlighted by the 2006 Town Survey results, where nearly one-third of all respondents stated that recreational activities have been negatively impacted by new development, land postings, and trail closures (see Figure 9-6). These impacts have been experienced to the greatest extent by full-time residents, who spend the most time and focus many of their activities in Fayston and the Valley. Nearly 40 percent of full-time residents have experienced negative impacts.

In addition, other than the playground at the Fayston Elementary School, the town does not provide any recreational facilities. Fayston is a member of the Mad River Valley Recreation District, through which Fayston residents have access to fields, facilities, and programs in Waitsfield and Warren. (The Recreation District also operates as a grant organization that provides grant funds for recreation activities.) A second important planning issue for Fayston in the future will be how the town can best provide access to recreation facilities—whether within the town itself and/or through cooperation with neighboring towns.

Figure 9-6: Adverse Impacts of Development, Land Postings, and Trail Closures on Recreation



9.8 RECREATION GOALS AND OBJECTIVES

Goal 9.1: Plan for the growing recreational demand.

Objectives:
1. Use the 2006 Town Survey results to establish recreation needs and priorities.
2. Work with the Waitsfield, Warren, and the Mad River Valley Recreation District to determine Valley-wide needs and to jointly address recreation needs.
3. Develop a plan for meeting established needs and priorities.

Goal 9.2: Maintain Existing Recreation Assets

Objectives:
1. Determine the location of Ancient Roads and ensure that recreational uses of those roads are maintained.
2. In cases where Class 4 roads are upgraded to Class 3, ensure that all recreational uses are maintained or that equal or better substitutes are provided.
3. Use the design review process to maintain the continuity of existing trail networks.
4. Encourage landowners to maintain public access for recreational trails, hunting, and fishing.

Goal 9.3: Expand recreational opportunities.

Objectives:
1. Continue to participate in the Mad River Recreation District as a way to develop Valley-wide facilities and programs.

2. Support the efforts of other towns, the Mad River Valley Recreation District, and private companies and organizations to develop and establish non-for-profit and for-profit recreation facilities and programs.
3. Support efforts by the Valley's various trail organizations to develop trails and gain easements.
4. Obtain, through purchase or conveyance, land parcels with high recreation value.
5. Use the subdivision process to ensure that new development is consistent with recreation plans and policies (as may be developed as a result of Goal 9.1).
6. Evaluate the use tax abatements to provide open access and/or easements.
7. Encourage landowners to provide public access for recreational trails, hunting, and fishing.