

**JAY
COMMUNITY
DEVELOPMENT
PLAN**

ADOPTED BY SELECTBOARD ON DECEMBER 20, 2010

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SECTION I.

PURPOSE AND SCOPE

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

It is recognized that planning for the future is a process, which can best be done as a continuing activity. This Jay Community Development Plan is intended as a policy guideline that should change as the needs and desires of the community change.

While a development plan does not have the same legal standing as zoning and subdivisions regulations, it is the guideline from which the regulations for the town are derived. It is generally a part of the considerations of the District Environmental Commission and the State Environmental Board in hearings under Act 250, the development law of the State of Vermont, as well as hearings by the Public Service Board under the section 248 process. All land use and development must comply with the goals set forth in the Jay Community Town Plan and the Development and Land Use Regulations for the Town of Jay, available for review at the Jay Town Clerk's office.

CITIZEN PARTICIPATION

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

A written survey was mailed to 744 property owners and renters in the town of Jay. Insights and details gleaned from the 146 responses were incorporated into this document by the Planning Commission at its monthly meetings. The survey response rate was approximately 20%. Find the exact survey in Addendum I of Appendix to this plan.

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

SECTION II

GENERAL PLANNING GOALS AND RECOMMENDATIONS

VISION

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

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

A. GOALS

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

COMMUNITY GOALS

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

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

17. Identify and provide support for the protection and upkeep of rare, natural and scenic resources of the town. (see section V) Natural Heritage areas have been identified by the State of VT.
18. Encourage the designation, acquisition and preservation of recreational areas in the town and work with the state when appropriate in designating certain areas as recreational sites. (see section V)
19. In preparation for a natural or man-made disaster; study the feasibility of establishing an emergency care facility, in cooperation with the Missisquoi Ambulance and the North Country Hospital facilities.
20. Support the continuance of the volunteer services of both the Town of Jay Volunteer Fire Department, and Missisquoi Ambulance squad.
21. Promote the establishment of a town library, a historical museum and Town Green.
22. Confer and work with the Green Mountain Club to provide an attractive area at the Long Trail site on Route 242 with appropriate markers, instructions, general information and warnings.
23. Encourage the use of not traveled or lightly traveled, back roads for horseback riding, cross-country skiing, hiking and biking to the extent possible without causing property damage or nuisance to land owners.
24. Encourage the preservation of the history of the town:
25. Encourage and support the upkeep of the town cemeteries as historical and reverent.
26. Support markers or plaques noting historical events or services pertinent to the town.
27. Support any effort to provide The Town of Jay with entrance sign(s) denoting the name of the town and its date of founding.

TRANSPORTATION GOALS

1. Encourage state traffic improvements on Route 242, and for such other traffic control improvements compatible with the development of the Town of Jay.
2. Ensure that new development along Route 242 and other roads will not worsen traffic conditions.
3. Encourage and support “frontage lanes” at all commercial multi-development areas

4. Encourage rear lot-parking facilities at all developments.
5. Encourage Jay Peak Resort to investigate the feasibility of an off-route parking facility with possible shuttle bus service to and from the Jay Peak recreation area.
6. Clear and maintain roadways and bridges in accordance with the needs of the town.
7. Encourage and support the continuing improvement of the Town's highways and maintain a well-networked system of local roads to accommodate increasing levels of auto, truck, and bus traffic associated with the potential increase of tourist and recreational business. Any improvements to the town's roads, construction of new roads, and purchases of highway equipment should be carried out in strict conformance with the town road specifications and road commissioner's budget.
8. Ensure that development and concomitant-increasing traffic does not place an undue financial burden on the town by necessitating increased highway expenditures beyond budgetary allotments.
9. Participate in the Regional Transportation Advisory Council
10. Study the feasibility of off-setting public costs with user fees where the demand for a service results from a single area of town, a single development, or a group of developments.
11. Maintain an updated transportation map showing existing and proposed roads and rights-of-way.
12. Require that applicants for any planned development disclose to the Planning Commission their best estimates of the impact the development will have on traffic and roadways in the town of Jay.
13. Support pedestrian walkways and bicycle paths wherever feasible.
14. Retain all existing public rights-of-way regardless of whether they are currently being maintained by the town. No tract of land should be allowed to become "land-locked" by relinquishment of a public right-of-way and no development should be allowed to occur within the rights-of-way of existing or proposed roads. (See Addendum VIII for policy on Class IV roads)

PLANNING GOALS

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

HOUSING GOALS

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

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

B. GENERAL RECOMMENDATIONS

Where Act 250 permits are not required, The Town of Jay should establish performance standards for environmental protection covering discharges in to the air, water, and soil, the production of noxious or hazardous emissions and their release into the environment. Definitions of specifics will be provided for by NVDA

III. COMMUNITY PROFILE

HISTORY

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

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

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

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

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

The development of Jay Peak as a ski resort was a slow arduous process envisioned by a group of men in Jay and nearby communities. The area remained undeveloped for many years beginning with shack-like structures and a single slope with one poma-lift without a cable. In this community with its rural, relatively poor aura, was a beckoning call from the

mountain to recognize its potential. Over the years there were many optimistic moments and numerous setbacks until at this time the potential of Jay Peak is attainable. The town of Jay is readying itself to meet the challenges of the recreational four-season resort destination.

DEMOGRAPHICS

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

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

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

For detailed population figures, see ADDENDUM IV in the Appendix

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

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

ECONOMY

(See also ADDENDUM III in Appendix)

The current largest employer in the Town of Jay is Jay Peak Resort with a reported 680 seasonal employees and 85 full-time employees. As Jay Peak Resort evolves into a four-season destination, the resort projects the number of full time employees to be 500+ year round. Other area employers include: Mike's Electric which employs a reported 50 full time employees, The Jay Country store, The Cedar Wood Resort, The Jay Village Inn & Black Bear Restaurant, The Snow Job, The Inglenook Lodge and The Snow Line, to name a few business' who provide full and part-time employment opportunities.

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

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

Area accommodations include on mountain; Jay Peak Resort suites, in the Tram Haus Lodge, townhouses, condominiums and single-family homes on property. Off mountain accommodations include: The Cedarwood Resort, RV Park & Campground, and The Foothills at Jay, , The Inglenook Lodge, The Jay Brook Lodge, The Jay Village Inn, Jay Vista Property Rentals, Snobowl Properties, Snowline Lodge and The Woodshed Lodge.

Other enterprises in The Town of Jay may be found in feed-crop farming and timber harvesting for lumber and pulp. Although the Town of Jay has a rich agricultural history, currently no large active working family farms remain. The balance of the economic enterprise can be classified as small businesses, most of which are tied closely to the tourism industry. Their total does not approach the economic magnitude that exists at Jay Peak.

DEVELOPMENT TRENDS, ADJACENT TOWNS, AND THE REGION

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

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

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

Major roads connect The Town of Jay with surrounding towns and the region. A business organization, Jay Peak Area Chamber of Commerce (JPACC)" links businesses in all of these adjacent towns and the immediate region.

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

Volunteer Fire Departments are located in North Troy, Troy and Jay and they share a mutual aid system of support in emergencies.

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

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

IV. UTILITIES, FACILITIES AND SERVICES

EDUCATION AND EDUCATION FACILITIES

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

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

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

SCHOOL ENROLLMENT (See Addendum V in Appendix)

PLANNING ADMINISTRATION

Introduction

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

Planning Technical Support

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

Annual Planning Review

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

Permitting System

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

Municipal Administration and Assistance

The commission recognizes that as the Town of Jay evolves, pressures on local government will grow as well and staffing may have to be increased. At the present time, the town clerk is assuming many duties in the administration of the community. At some point in the tenure of this plan, consideration may have to be given to additional positions to ease the workload presently being carried by the town clerk. Current needs have been addressed with the hiring of a part time Administrative Assistant by the select board in March of 2010

TRANSPORTATION & ROADS

All travel to, from, and within The Town of Jay is by ground transportation. No public transportation is currently available. Limited rail facilities for commercial transport exist in North Troy, which is also the terminal for a major long-haul trucking company. Public bus service, R.C.T. is available in Newport 17 miles away with stops in North Troy and Westfield. Private and limited commercial aircraft transportation is available via the Newport State Airport 15 miles east of The Town of Jay. A runway expansion at the Newport facility is planned for 2012. The major commercial airport for the area is the International Airport in Burlington, Vermont, 67 miles southwest of The Town of Jay.

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

Current Classification

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

Roads Information (See Addendum VI in Appendix)

Traffic Volumes

The State Agency of Transportation recorded three traffic counts for the two State Highways leading through the Town of Jay. For Route 105, in August of 2003, the average daily total at the Troy town line was 1100 and in July of 2004, the average daily total at the Richford town line was 904. For Route 242, through the village of Jay the average daily total was 729. During the Ski Season (especially on weekends & holidays) there tends to be heavy traffic at the beginning and end of the ski day. The traffic volumes that these counts represent do not accurately reflect highway use in The Town of Jay. The State Agency of Transportation recorded five traffic counts in the Town of Jay Between 2007-2009. In 2007 three traffic counts were done in the month of June. These were done on the Westfield town line, the Troy town line, and the Richford town line. For the Crossroad in The Town of Jay at the Westfield town line the average daily total was 745. For Route #242, at the Troy town line the average daily total was 1920. For Route # 105 at the Richford town line, the average daily total was 1658. In 2008, one traffic count was done in July on the Cross Road in The Town of Jay, 250 feet north of VT Route # 242. In 2009, one

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

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

Local Shuttle Bus System

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

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

Trails, Bike Paths & Sidewalks

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

Bike Paths

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

Roads and Bridges

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

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

TOWN ROAD AND BRIDGE STANDARDS OF THE TOWN OF JAY, VERMONT

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

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

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

Roadways

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

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

Culverts and Bridges

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

Guardrails

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

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

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

SCENIC ROADS, RESOURCES & PARKS

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

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

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

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

Parks and Recreation

A recreation park is being developed by the Jay Land Trust Committee at the new recreation area on the Cross Road. A parking lot has been created and cross country and

bike trails are continuously being expanded and maintained. Plans are currently being made for a pavilion, picnic area, ball fields, and bridge to connect the upper section to the lower sections.

Town Hall Grounds

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

EMERGENCY SERVICES

Fire

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

Police Protection

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

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

Ambulance

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

Hospitals

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

Emergency Dispatch Services

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

Cemetery

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

UTILITIES

Water and Sewer

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

Private homeowners and some commercial establishments use on-site sewage septic disposal systems. The existing sewage system services route 242, as well as the Jay-Westfield School. A significant expansion of this system is under way and the projected completion date is in 2012.

Municipal Garage

The Municipal Garage is inadequate for the present needs of the town. Land has been purchased and the town is reviewing plans for a new garage.

For a list of equipment refer to the Town Report.

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

Village Area Water Study

As development in The Town of Jay advances, the ability to maintain required isolation distances between private wells will be more and more difficult. An assessment of

ground water availability should be conducted possibly by the Agency of Natural Resources and a feasibility study of water storage sites should be considered.

Waste Disposal/ Sewer System

Solid Waste Management

Recycling is available to the residents of The Town of Jay at a site near the Troy/Jay Wastewater Plant located off VT Rte 101. Drop off hours of operation are presently Friday 1-4 and Saturday 9-12 and subject to change for information call 988-2996.

Currently allowable recycling items are:

cardboard, glass jars & bottles, magazines, tin and aluminum cans, mixed paper, Books, newspapers, phonebooks, #1 - 7 plastics, televisions, computers and computer parts, automobile batteries, and light bulbs.

Goods not allowed are:

used motor oil, metal and yard waste.

Hazardous Waste events occur in May and October according to the weekend schedule.

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

Acceptable materials are:

appliances, hot water heaters, grills, metal furniture, steel drums, rims, bicycles (tires removed), lawn mowers (fuel removed), any other light iron materials.

Goods not accepted are:

chicken wire, wood furniture, cars, toilets / lavatories, wire fence, propane tanks, tires

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

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

Troy/Jay Sewer System

The Troy/Jay Sewer Department is jointly owned and operated by their respective towns. Access to the sewer lines for those potential users in The Town of Jay, is limited to Jay Peak Resort Area, property along Route 242 as well as the Jay/Westfield School. Allocation is given upon application and approval by the joint board of sewer commissioners. A significant expansion of this system is under way and the projected completion date is in 2012

Electric Utilities

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

Underground Utilities

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

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

COMMUNICATIONS

Telephone

Presently Hard Land line telephone service is provided by Fairpoint Communications. All lines serving the Town of Jay are not fiber optic. It is anticipated this will be updated in the future. While there are a number of Internet service providers at the present time, access is available by either Fairpoint or Comcast.

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

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

Energy Plan

Energy Resources

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

Scarcities

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

Costs

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

While there does not seem to be any problem with regard to the supply of energy, rising energy costs could be a very real problem for some of The Town of Jay's families. Therefore, the Town of Jay Planning Commission recommends the following:

1. Conservation of energy

The Planning Commission strongly advocates the conservation of energy. This plan recommends the use of energy saving products such as insulation, efficient appliances, and, when necessary the use of winter weatherization products such as weather stripping, window plastic, and water heater wraps. New construction and the replacement of old appliances, doors and/or windows should always be done with energy efficient products. In addition, energy efficient behavior (shutting lights off when leaving the room, turning the thermostat down at night, etc.) should be taught and used, at school, home and in the workplace.

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

2. Development of Renewable Energy Resources

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

3. Land Use & Energy Conservation

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

V. NATURAL RESOURCES and CURRENT LAND USE

OPPORTUNITIES FOR DEVELOPMENT CONTROL

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

Development Centers

A master plan is a dual-purpose document. It identifies limitations or constraints to community development while identifying opportunities that coincide with community goals ensuring development potentials can become realities.

One of the potentials in The Town of Jay is the presence of the designated growth centers at Jay Peak Resort and the Foothills at Jay. Every effort possible should be made to concentrate and regulate development in these two locations. The rationale for focusing development at the Ski Resort and the Foothills at Jay is as follows:

1. Maximum Utilization of Limited Economic Resources

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

2. Exploitation of Site Potentials

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

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

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

NATURAL RESOURCES AND CURRENT LAND USE

Performance Standards for Environment Protection

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

Topography - Relief - Drainage

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

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

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

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

Soils and Development Suitability

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

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

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

1. Developable Land

These areas can readily be used for residential, commercial or industrial purposes have easily worked soils with good drainage and are either level or have only moderate slope.

2. Conditionally Developable Land

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

3. Undevelopable Land

This category contains land with a number of soils and slope conditions severely limiting developments. It includes steep topography and in some cases the tops of higher ridges. It also includes area where soil is very shallow and where it would be difficult to provide on-site sewage disposal. Further, it includes flood hazard areas within the community.

4. Already Developed Land

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

Architecture

There are several buildings in The Town of Jay that have significant local historical value. Included among these are early farmhouses near the center of town and the Town Municipal Building which was the old Schoolhouse. This building possesses detailing and character of a typical Vermont Town Hall. Its clean classical lines and regional character give it a special significance as an anchor and feature in the proposed village area.

The Jay Peak Resort has a master plan of its development that reflects a state of the art New England Ski Resort reflecting the history and traditions of the region. Their new residential dwellings blend with the natural surroundings of the mountain and are in keeping with the respect for nature.

Any new planned development being either residential or commercial will be evaluated as required by the Town of Jay Development and Land Use Regulations. Permits will be issued for those projects that comply with the Town of Jay's Development and Land Use Regulations. The Town of Jay will promote and encourage architecture that enhances and preserves the current natural rural atmosphere of the town.

Current Land Use

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

The majority of the development in The Town of Jay occurs within 1000 feet of Routes 242, 105, Cross Road, Morse Road, North Jay Road, and Gendron Road. On the

western side of The Town of Jay approximately 60% of the landmass is heavily wooded and tends to be in larger private and public holdings.

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

The functional center of The Town of Jay is known as the Village Center. Although development in the center of The Town of Jay is presently nominal, the existence of that center has been firmly established by virtue of history, culture, transportation, and identity. The established growth centers in The Town of Jay are the “Foothills in Jay” and Jay Peak Resort. Route 242 links the two growth centers together and, as such, it is the focus for much of the recreation-oriented development in the community. The majority of The Town of Jay’s tourist lodgings and many of its seasonal homes are located on or close to Route 242. The foothills at Jay is a planned unit development.

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

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

Development Trends

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

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

The majority of the development in the community will likely occur in the area encompassed by Route 105, Cross Road, and Route 242 while development activity along the Troy border will probably continue. The Town of Troy has recently re-zoned the intersection of Rtes. 242 and 101 as a Commercial – Residential District.

The most important and significant development trend that has occurred in the recent past has been at Jay Peak which has evolved from an isolated ski area to a major Vermont tourism destination. Plans proposed for the ski area call for a major development initiative over the next decade. The proposed improvements at the

mountain will not only establish significant new land use patterns but will also drive new development trends in the rest of the community and the area. In this respect, Jay Peak Resort is a significant influence on the future development trends in The Town of Jay.

Wildlife and Plants

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

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

VI. LAND USE PLAN

Introduction

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

- Fostering wise land use practices in the Town of Jay, as outlined in the goals and recommendations section of this plan.
- Conserving the land resource in the Town of Jay, in particular the protection of open space, forestland, wetlands, critical areas, and agriculture production land.
- Preventing uncontrolled urban type sprawl, strip development and scenic desecration.

The Town of Jay will be guided by a Development Land Use plan, which will:

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

4. Link the newly created village district to town-wide residential areas and Jay Peak through a well-networked system of roads and streets organized in a structural hierarchy.
5. Encourage very low impact commercial development in the outlying town areas. Commercial development will only be permitted in outlying areas provided they do not effect the conservation of open space, forestland, and any valued agricultural land
6. Encourage residential development in the rural remainder of the Town that does not consume land but rather sites housing with the intent of preserving the forest resources, landscape, open space, and natural environment of Jay. This development will be permitted according to the strictly stated criteria and standards in the current Development and Land Use Regulations for the Town of Jay.
7. Protect the unique ecological, visual, auditory and physical characteristics of Route 242, Route 105, Cross Road and Revoir Flats corridors. These scenic corridors shall be carefully managed because of their inherent traffic handling and topographic limitations and their environmental ambiance value.
8. Permit the orderly development of Jay Peak Resort without overburdening the physical, financial, or municipal resources of the Town of Jay.
9. Ensure that development in the Village Center District shall occur in an orderly fashion, linked directly to the allocation of sewer hookups, implementation of transportation improvements, and the development of appropriate capital facilities.
10. Protect all rare and irreplaceable natural areas, scenic resources, and cultural features by giving them priority status in any and all land use regulations.
11. Encourage agricultural development

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

1. Work closely with the State to protect the natural and scenic resources of Jay such as the scenic corridors identified in the Development and Land Use Regulations. Acquisition by The Jay Community Land Trust Committee of such by gift or purchase should be encouraged.
2. Ensure the preservation and protection of the natural fish and wildlife, the flora and fauna of the area and their respective habitats, through the Development and Land Use Regulations.
3. Encourage the continued availability of appropriate land for agriculture and forestry.

4. Investigate the availability of State funded programs to maintain open spaces, productive agriculture, and forestland.
5. Encourage proper forest management to maximize the value of the woodland and minimize their destruction.
6. Endeavor to leave the maximum amount possible in open space on lands that are designated of significant value for agriculture, passive recreation or undeveloped condition, except within the confines of the Village Center District.
7. Recommend to the State that specific areas be designated scenic areas.
8. Establish with the State, and maintain "pull-off" areas for scenic viewing.
9. Discourage any development, which would detract from designated scenic areas.
10. Ensure minimal removal of trees within fifty (50) feet of the road edge consistent with highway safety.
11. Ensure that housing be situated to preserve the natural aspects and protect the natural resources of the site to the extent practical. (This can be done through Planned Unit Developments in the Development and Land Use Regulations.)
12. Ensure that a buffer strip be designated and maintained between the development and the natural area, when development is proposed to occur near a natural resource area.
13. Retain the scenic value of the highlands of the area.
14. Ensure that development in the non-village balance of The Town of Jay occurs in either a clustered manner or in a low density-minimal impact concept. The goal of this type of development shall be to preserve the extensive forestland resources of the community.
15. Encourage recreational amenities in the two (growth) development centers of the Town of Jay (the center of Jay and Jay Peak). Forest recreation activities will be encouraged in the non-development center balance of the community by preserving the physical environment that accommodates those activities.

The Town intends to provide for the Protection of the Environment and intends to:

1. Work to ensure through the planning process, that the design of any structure or any land use will not create soil erosion, pollution, excessive run-off or other disturbance.
2. Ensure that no structures are built in areas above 2,500 feet and slopes in excess of 15% which have severe environmental constraints and are considered fragile areas incapable of supporting structures or on-site sewage systems.
3. Ensure through the development review processes, that a buffer strip be designated and maintained between a proposed development and a natural or fragile area.
4. Ensure that interim erosion control measures be implemented whenever soil is disturbed for development.
5. Protect and monitor the quality of surface and ground waters within the town to assure potable water is in sufficient supply.
6. Ensure that new wells do not adversely effect or overburden any previously existing well or water system. State of VT regulates on-site potable water supplies. The State, Town or Local Water Board would regulate any municipal system.
7. Study measures and encourage the conservation of water.
8. Ensure the enforcement of flood hazard regulations. Flood hazard areas should be reserved for agriculture, recreation, or other purposes, which do not significantly impair the land's natural ability to handle floodwaters. See most recent flood hazard boundary maps in Town Clerks office.
9. Ban open dumping and littering in accordance with state and local regulations.
10. Control the use of pesticides and encourage their proper application and disposal.
11. Cooperate with private agencies, state and federal authorities to determine the occurrence of acid rain and participate in studies to help its control.
12. Protect the quality of Scenic resources and pastoral landscapes in all village and non-village development review decisions. Particular concern and attention should be given to visual buffers, open space preservation and view shed protection.
13. Ensure that development projects integrate natural features, forest environment, landscape character, and topography in their plans in order to retain the rural quality that is essence of Jay.
14. Utilize the Waste Water Treatment plant and sewer system for new development in growth areas along the 242 corridor whenever feasible.

VII. Policies and Implementation

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

POLICY 1:

Ensure that the basic needs for the health, safety and well being of the town residents are met and maintained at satisfactory levels

IMPLEMENTATION:

- Study the feasibility of establishing an emergency care facility in cooperation with the Missisquoi ambulance and the North Country Hospital facilities in the event of a natural disaster:
- Support the continuance of the volunteer services of both the Town of Jay Volunteer Fire Department, and Missisquoi Ambulance squad
- Study the feasibility of establishing a supply of potable water to the town.

POLICY 2:

Encourages and supports quality education and education facilities for the town

IMPLEMENTATION

- Support the continuance of quality education in conjunction with the Town of Westfield to benefit the Jay/ Westfield school system for students in grades kindergarten through sixth grade.
- Support the continuance of quality education for students attending North Country Union High School and North Country Union Junior High School for students in grades seven through twelve.

POLICY 3

Support the designation, acquisition, development, and preservation of recreational areas in the town

IMPLEMENTATION

- Work with the state in designating certain areas as recreational sites.
- Confer and work with the Green Mountain Club to provide an attractive area at the Long Trail site on Route 242 with appropriate markers, instructions, general information and warnings
- Encourage and support the efforts of the Jay Land Trust Committee in their efforts to develop the recreational areas on the Cross Road and Shallow Brook property
- Support the efforts of the Jay Land Trust in their efforts to obtain more land for recreational areas.

POLICY 4:

Provide for the preservation of the history of the town

IMPLEMENTATION

- Provide for the upkeep of the town cemetery as an historical and reverent site
- Encourage a Jay town sign(s) denoting the name of the town and its date of founding
- Encourage the rehabilitation of historic sites and structures whenever pertinent and economically feasible.
- Protect stone walls, stone fences and stone foundations as evidence of Jay's history.

POLICY 5:

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

IMPLEMENTATION

- Encourage the state of Vermont to maintain traffic control on Route 242, and for such other traffic control compatible with the development of the town.
- Ensure that new development along Route 242 and other roads do not negatively impact the safety of traffic conditions.
- Ensure off road parking facilities in all developments.

- Work with Jay Peak Resort to study the feasibility of an off-route parking facility with possible shuttle bus service to and from the Jay Peak recreation area.
- Encourage and support the continuing improvement of the Town's highways and maintain a well-networked system of local roads to accommodate increasing levels of auto, truck, and bus traffic associated with the potential increase of tourist and recreational business
- Ensure that any improvements to the town's roads, construction of new roads, and purchases of highway equipment should be carried out in strict conformance with the town road specifications and road commissioner's budget.
- Ensure that development and concomitant-increasing traffic does not place an undue financial burden of the town by necessitating increased highway expenditures beyond budgetary allotments.
- Study the feasibility of offsetting public costs with user and impact fees where the demand for the service results from a single area of town, a single development, or a group of developments.
- Discourage projects, which interfere with roadway performance and public safety.
- Ensure that state highways passing through the town meet all state and town requirements.
- Encourage the town to revise and update road specifications periodically to reflect changes in traffic patterns.
- Request from NVDA an updated transportation map showing existing and proposed roads and rights of way.
- Require that applicants for any planned unit development disclose their best estimates of the impact the development will have on traffic and roadways in the town.
- Encourage and support pedestrian walkways and bicycle paths where ever possible.
- Retain all existing public rights-of-way regardless of whether they are currently being maintained by the town. No tract of land should be allowed to become "land-locked" by relinquishment of a public right-of-way and no development should be allowed to occur within the rights-of-way of existing or proposed roads.

POLICY 6

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

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

POLICY 7

Allow for housing diversity and affordability

IMPLEMENTATION

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

POLICY 8

Maintain a compact commercial and mixed use Village Center District and regulate the size, bulk, density setbacks, aesthetics, signs, access and uses of the commercial buildings in this district through conditional use permitting to ensure the goals of this plan are met.

IMPLEMENTATION

- Develop and enforce a clear and consistent sign ordinance.
- Create development standards to ensure that any public infrastructure that is built by the private sector is built according to the goals of the town.
- Design economic incentives to attract private commercial development in this district.
- Create a Village Center District Master Plan

APPENDIX

ADDENDUM I SURVEY SUMMARY

In the fall of 2009 the Jay Planning Commission created a survey to be mailed to the home and property owners in the Town of Jay. The purpose of the survey was to help the commission get data and opinions to incorporate into the Jay Community Development Plan. A cash prize was offered for returning the survey to encourage participation. The overall tallies from the survey results were very helpful in guiding the commission in updating the Jay Community Development Plan. It was apparent from the survey results that the property owners in the town want Jay to be a rural recreational resort community. The way the town has developed has pleased most respondents. More growth is desired, but in a slow and rural way, such as small shops such as ice cream, coffee, bakeries, and small retail. The Planning Commission thanks those that took the time to complete the survey. Below Please find the survey results. Mention the promotion of new Agriculture in Jay

Survey Results

Town of Jay Planning Commission Survey Results-146 Surveys Returned

1. What do you like most about the town of Jay?
 - a. Rural/scenic atmosphere-130
 - b. School system-16
 - c. Resort atmosphere-50
 - d. Land values-14
 - e. Climate-21
 - f. Roads-10
 - g. People-15
 - h. Lifestyle-1
 - i. Economic potential-2
 - j. Low taxes-3
 - h. privacy

Other comments about what was liked: lack of commercialization, local businesses, and culture, Jay Condo owners pay all the taxes, cleanliness and well kept properties “the spirit of moving forward”

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

- a. yes-67
- b. no-62
- c. no answer-15

If yes, please explain:

- a. Unsightly areas in the Village Center District-8
- b. lack of businesses-18
- c. lack of stores-5
- d. lack of restaurants-10,
- e. lack of recreational activities-9
- f. poor roads-10
- g. high property taxes-12
- h. lack of gas stations-2
- i. too much zoning-4

Additional comments included lack of the following: entertainment, community spirit, post office, library, and infrastructure, plow service on some roads, health club, performing center, galleries, and cell phone reception.

Also, liberal school agenda disconnect between Village Mountain, ski season too short, logger regulations, residents have to pay tourist prices during ski season, and keeping 242 commercial only.

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

- a. stay the same- 79
- b. decrease- 6
- c. increase- 61

4. What kind of town would you like Jay to be in 5 years?

- a. Rural- 80
- b. Agricultural- 13
- c. Commercial - 9
- d. Resort- 79
- e. Other -3-comment arts and crafts, progressive i.e. eco and small business
- No answer-1

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

- Ayes- 110
- B. no- 11
- C. no answer-25
- Comments: need police protection- 9

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

- a. Yes-76
- b. No- 15
- c. No answer-55

In no please explain: faculty and staff needs to get bigger, needs a better

library, the cost of education is too high because of small class sizes, school taxes too high, teacher's salaries too high, lack of school choice, no high school in town, and it is not right that a teachers child from another town goes for free.

7. Would you see any problems created by growth in the following areas?
- a. fire protection- 41- yes 52 - no 36- not sure
 - b. road maintenance - 64- yes 55- no 18- not sure
 - c. housing affordability- 54 -yes 53 -no 28- not sure
 - d. police protection- 69- yes 49 -no 18- not sure
 - e. school- 42- yes 54 - no 36- not sure
 - f. taxes- 81- yes 42 - no 16- not sure
 - g. recreation- 36- yes 82- no 15 -not sure
 - h. traffic- 57- yes 59- no 20 - not sure
 - i. solid waste disposal- 41-yes 48 -no 31-not sure
 - j. other, please explain: comments were: developers should cover expense of growth created, and decrease police protection

8. Are you satisfied with the established zoning districts for use? (Village center rural, recreation, high density).
- a. Yes-78
 - b. No-8
 - c. not sure-63
 - d. no response-1

if no, please explain: limit chain stores, preserve the town character and keep it quaint, require building inspections, do not allow trailer parks or camping in the village center district, have smaller zoning districts and limit growth, have route #242 commercial only, and the recreation district is overdeveloped.

9. Do you feel any of the established districts for use should be modified or changed?
- a. yes-18
 - b. no-33
 - c. not sure-94
 - d. no answer-3

Comments: keep town rural and quaint, eliminated the high density district, have retirement and senior housing on route # 242, eliminate commercial development in rural districts, and the recreation district is overdeveloped.

10. Should the town encourage where new growth occurs?
- a. yes-93
 - b. no-22
 - c. not sure-27
 - d. no answer-1

Comments: control growth and keep open spaces with no sprawl, focus on long range planning and high density area, preserve nature, new property owner decides growth, encourage business, and have low impact buildings

11. What do you feel are the most important issues for the planning commission to address in the future? Please give examples:
- a. attract new business-77 such as: pharmacy, grocery store, diner coffee shop
 - b. Zoning-42, such as: keep land trust, and limit house size.
 - c. Regulatory statues-22, such as: noise ordinance-4, wetlands department, encourages light manufacturing.
 - d. Environmental concerns-60 such as: clean up around jay branch, protect ground water from golf course run off, preserve nature/ wildlife-5, limit clear cutting.
 - e. recycling-44, such as: town dump/ transfer station, recycling center
 - f. renewable energy-54, such as: hydro-1, geothermal-3, wind towers-36, solar-11
 - g. Other-10 such as: supermarket, landscape town hall clean up village center district, growth of the school, and tax reductions.
 - h. No answer-8

12. What type of new business would you like to see in town?
- a. restaurant-55
 - b. pizzeria-43
 - c. bar-24
 - d. ice cream shoppe-60
 - e. bakery-81
 - f. small retail shoppes-88
 - e. large retail chain store-12
 - f. outlet shoppes-5
 - h. no large business-12
 - i. no outlet stores-3
 - j. no other business-8
 - h. pharmacy-4

Other: professional space-4, coffee shop-2, beauty salon-2, arts and crafts store-2, bookshop -3, auto repair-3, sporting goods-1, manufacturer-6, supermarket-3, hotels, post office, dump, bowling ally, movie theatre, antique shop, pharmacy, café/bistro, cross county ski shop, and grocery store

13. How important is improving the town looks? Aesthetics?
- g. not important at all-3
 - h. somewhat important-48
 - i. very important-69
 - j. no response-3
- Comments: keep it neat, and current businesses do a good job

14. Do you think the town needs a village green?
- k. yes-65
 - l. no-66
 - m. maybe-5
- Comments: clean up business center, and enhance town hall front

15. Should the town install sidewalks?
- a. yes-33
 - b. no-88
 - c. uncertain-17

d. no response-2

Comments: need bike and walking paths, no four wheelers or snowmobiles, and need side walks if growth occurs.

16. Should the town install street lights?

a. yes-27

b. no-43

c. maybe-1

d. no response-2

In the village district (yes/no) yes-49, no-67, cute lights-3, don't spent \$\$, light pollution-6

At key intersections (yes/no) yes-54, no-66

17. Should the crossroad be turned back into Main Street?

a. yes-31

b. no-72

c. maybe-23

d. no response-19

18. Should a round about be installed at intersection of Cross Road and VT Route # 242 To slow down traffic and improve or create a down town look.

a. yes-40

b. no-89

c. maybe-7

d. no response-9

Comment: four way stop sign, lengthen 35mph zone and sidewalks to create downtown, a rotary could work if small, but money should be spent other places first.

19. Do you think the town should have its own zip code?

a. yes-81

b. no-47

c. maybe-9

d. no response-11

20. How important is expanding the sewer to include other areas of town?

a. not important at all-38

b. somewhat important-67

c. very important-28

If important what areas: Gendron rd., Belle Vista keep costs down, if the town charged a small fee to residents with sewer and all the seasonal residences would use little sewer resources and still pay into the program

21. How important is the availability of open recreation in town?

a. not important at all-19

b. somewhat important-47

c. very important-10

- d. no response-7
- e. not sure-1

If important what types of recreation: trails, snowshoeing, eco-tourism, hiking, biking, sports, and cross country skiing downhill skiing, Frisbee, tennis, a park, and a playground.

22. How important is creating a town parking lot or municipal parking?
- a. not important at all-88
 - b. somewhat important-43
 - c. very important-9
 - d. no response-3

If important in what areas of town: pave the municipal buildings dirt lot.

23. Are you a: resident-44, renter-1, second home owner-83, landowner-12, no Response-5

If a resident or renter, how long have you resided in Jay?

- a. 0-10 years-24
- b. 11-22 years-11
- c. 21 or more years-18

Respondents average=18.3 years

24. What is the best way to communicate with you?
- a. email-93
 - b. phone-44
 - c. US mail-45
 - d. no response-12

Comments:

Thanks for the opportunity to complete the survey, more of a main street and town center, hold town meetings earlier in the evening, look into grants for community improvement, taxes too high, keep small town atmosphere, broaden our vision and define the theme, wi fi area, a bike path would be an asset, encourage planned unit developments, maintain back roads, keep the rural resort atmosphere, more services, small shops

ADDENDUM II HOUSING DIVERSITY AND AFFORDABILITY

Housing demand	Jay	Orleans Co.	Vermont
Total population, 2000*	426	26,277	608,827

... in occupied housing units	426	25,570	588,067
... owner occupied	346	19,583	438,627
... renter occupied	80	5,987	149,440
<i>*Read why some Census data might conflict with this number</i>			
Estimated population, 2008	555	27,189	621,270
Total group quarters population, 2000**	0	707	20,760
<i>**Military barracks, college dorms, nursing homes, etc.</i>			
Number of households, 2000	158	10,446	240,634
... owning home	123	7,738	169,784
... renting home	35	2,708	70,850
Number of families, 2000	115	7,153	157,763
... owning home	100	5,783	126,943
... renting home	15	1,370	30,820
Average household size, 2000	2.70	2.45	2.44
... in owner-occupied housing units	2.81	2.53	2.58
... in renter-occupied housing units	2.29	2.21	2.11
Average family size, 2000	3.05	2.91	2.96
Owner-occupied units, 2000	118	7,736	169,777
... with 1.00 or less people p/room	118	7,648	168,024
... with 1.01 or more people p/room	0	88	1,753
Renter-occupied units, 2000	39	2,710	70,857
... with 1.00 or less people p/room	39	2,666	69,150
... with 1.01 or more people p/room	0	44	1,707
Year householder moved into unit, 2000			
... for owner-occupied units			
... 1990 to March 2000	62	3,379	80,036
... 1980 to 1989	30	1,972	42,197
... 1970 to 1979	20	1,329	24,482

... 1969 or earlier	6	1,056	23,062
... for renter-occupied units			
... 1990 to March 2000	28	2,313	61,665
... 1980 to 1989	11	228	5,777
... 1970 to 1979	0	94	1,708
... 1969 or earlier	0	75	1,707
Median year householder moved into unit, 2000			
... for all occupied units	1992	1991	1993
... owner-occupied	1991	1988	1989
... renter-occupied	1997	1998	1998
Total workers 16 years of age or older, 2000	200	11,845	311,839
... working outside town/city of residence	131	7,230	202,707
... working outside county of residence	26	1,633	45,555
... working outside Vermont	5	204	21,346
Ability to afford	Jay	Orleans Co.	Vermont
Median household income (Census), 1999	\$32,321	\$31,084	\$40,856
Median family income (Census), 1999	\$34,625	\$36,630	\$48,625
Median household income for family of four (HUD), 2009†	\$49,200	\$49,200	\$64,800
Median family adjusted gross income, 2007	\$44,881	\$40,686	\$57,433
Annual average wage (Vermont DET), 2008	\$22,261	\$30,195	\$38,317
Housing wage, 2010***			
... 0 bedroom unit†	\$7.90	\$7.90	\$12.59
... 1 bedroom unit†	\$10.92	\$10.92	\$14.45
... 2 bedroom unit†	\$12.21	\$12.21	\$17.70
... 3 bedroom unit†	\$15.42	\$15.42	\$23.02
... 4 bedroom unit†	\$19.38	\$19.38	\$26.49
Housing wage as % of state minimum wage (\$8.06), 2010			
... 0 bedroom unit†	98%	98%	156%
... 1 bedroom unit†	136%	136%	179%
... 2 bedroom unit†	152%	152%	220%

... 3 bedroom unit†	191%	191%	286%
... 4 bedroom unit†	241%	241%	329%
<i>***Hourly wage needed to afford an apartment and pay only 30% of income toward housing</i>			
<i>†County and town/village figures are identical, because HUD calculates county values only. Therefore, this value applies to all towns/villages within the county.</i>			
Per capita income (Census), 1999	\$13,546	\$16,518	\$20,625
Income needed to afford an apartment at HUD's FMR, 2010			
... 0 bedroom unit†	\$16,440	\$16,440	\$26,190
... 1 bedroom unit†	\$22,720	\$22,720	\$30,046
... 2 bedroom unit†	\$25,400	\$25,400	\$36,809
... 3 bedroom unit†	\$32,080	\$32,080	\$47,872
... 4 bedroom unit†	\$40,320	\$40,320	\$55,102
Labor force (Vermont DET), 2008	290	14,500	355,400
... employed	270	13,000	338,500
... unemployed	20	1,000	16,900
... unemployment rate	5.6%	7.0%	4.8%
<i>†County and town/village figures are identical, because HUD calculates county values only. Therefore, this value applies to all towns/villages within the county.</i>			
Housing stock	Jay	Orleans Co.	Vermont
Total housing units, 2000*	417	14,673	294,382
... owner-occupied	123	7,738	169,784
... renter-occupied	35	2,708	70,850
... vacant housing units, 2000*	259	4,227	53,748
... for seasonal, recreational, occasional use	234	3,397	43,060
... for rent	9	280	3,084
... for sale only	7	190	2,393
<i>*Read why some Census data might conflict with this number</i>			
Estimated housing units, 2008	—	15,792	312,617
Building permits estimated (total units), 2008	—	36	1,444
... permitted units in single-family buildings	—	16	1,057

... permitted units in multi-family buildings	—	20	387
Housing by units in structure, 2000			
... owner-occupied housing units			
... in buildings with 1 unit	101	6,504	143,926
... in buildings with 2 units	6	185	5,534
... in buildings with 3 or more units	0	114	4,444
... that are mobile homes	11	924	15,804
... that are boats, RVs, vans or other	0	9	69
... renter-occupied housing units			
... in buildings with 1 unit	26	958	19,134
... in buildings with 2 units	8	529	13,225
... in buildings with 3 or more units	0	974	34,442
... that are mobile homes	5	247	4,021
... that are boats, RVs, vans or other	0	2	35
... vacant housing units			
... in buildings with 1 unit	127	3,462	40,249
... in buildings with 2 units	24	105	2,421
... in buildings with 3 or more units	94	275	7,702
... that are mobile homes	11	347	2,806
... that are boats, RVs, vans or other	0	38	570
Homeownership costs			
	Jay	Orleans Co.	Vermont
Primary residences sold, 2009			
... number sold	3	176	4,452
... average price of homes sold	\$271,667	\$152,029	\$217,505
... median price of homes sold	\$285,000	\$120,000	\$190,000
Number of primary residences sold, 2009			
... single family homes	3	164	3,731
... condominiums	0	8	684
... mobile homes with land	0	4	37
Average price of primary residences sold, 2009	\$271,667	\$152,029	\$217,505

... single family homes	\$271,667	\$157,381	\$221,598
... condominiums	—	\$92,975	\$203,378
... mobile homes with land	—	\$50,725	\$65,984
Median price of primary residences sold, 2009	\$285,000	\$120,000	\$190,000
... single family homes	\$285,000	\$125,000	\$195,000
... condominiums	—	\$90,000	\$180,000
... mobile homes with land	—	\$58,950	\$60,000
Number of vacation residences sold, 2009	11	93	1,539
... single family vacation homes	4	73	955
... vacation condominiums	7	9	418
... vacation mobile homes with land	0	11	166
Average price of vacation residences sold, 2009	\$266,273	\$170,936	\$274,954
... single family vacation homes	\$208,125	\$172,220	\$302,522
... vacation condominiums	\$299,500	\$282,944	\$289,227
... vacation mobile homes with land	—	\$70,773	\$80,411
Median price of vacation residences sold, 2009	\$230,000	\$135,000	\$195,000
... single family vacation homes	\$203,750	\$136,000	\$218,500
... vacation condominiums	\$230,000	\$230,000	\$210,000
... vacation mobile homes with land	—	\$68,000	\$70,000
Primary residence mobile homes sold without land, 2009	0	9	186
... average price	—	\$49,100	\$38,198
... median price	—	\$46,000	\$27,950
Vacation residence mobile homes sold without land, 2009	0	4	97
... average price	—	\$20,250	\$43,909
... median price	—	\$22,000	\$30,000
Municipal tax rate (plus LAR and highway) (p/\$100), FY2009	0.5094	—	—
Educational tax rate for homesteads (p/\$100), FY2009	1.5724	—	—
Educational tax rate for non-residential (p/\$100), FY2009	1.8592	—	—
Common level of appraisal ratio, FY2010	0.6728	—	—
Median monthly owner costs, 2000			

... with mortgage	\$792	\$736	\$1,021
... without mortgage	\$320	\$299	\$378
... as percentage of household income, 1999	18.5%	19.4%	20.2%
Specified housing units with monthly owner costs (total), 1999	63	3,859	105,962
... below 30% of household income	43	3,016	81,058
... at or above 30% of household income	17	822	24,493
Median value of housing units, 2000			
... all owner-occupied	\$86,500	\$82,400	\$111,200
... specified	\$89,500	\$78,800	\$111,500
... mobile homes	\$33,800	\$34,800	\$37,600
Average monthly owner costs for mobile homes, 2000	\$609	\$492	\$658
Rental housing costs	Jay	Orleans Co.	Vermont
Fair market rent (HUD), 2010			
... 0 bedroom unit (40%)†	\$411	\$411	—
... 1 bedroom unit (40%)†	\$568	\$568	—
... 2 bedroom unit (40%)†	\$635	\$635	—
... 3 bedroom unit (40%)†	\$802	\$802	—
... 4 bedroom unit (40%)†	\$1,008	\$1,008	—
Median rents (HUD), 2010			
... 0 bedroom unit (50%) — Median rents†	\$438	\$438	—
... 1 bedroom unit (50%) — Median rents†	\$585	\$585	—
... 2 bedroom unit (50%) — Median rents†	\$675	\$675	—
... 3 bedroom unit (50%) — Median rents†	\$905	\$905	—
... 4 bedroom unit (50%) — Median rents†	\$1,019	\$1,019	—
†County and town/village figures are identical, because HUD calculates county values only. Therefore, this value applies to all towns/villages within the county.			
Median gross rent (all units), 2000****	\$481	\$420	\$553
... as a percentage of household income, 1999	32.2%	26.7%	26.2%
****For all rental units, regardless of number of bedrooms; includes utilities			
Average gross rent for mobile homes, 2000	\$220	\$355	\$470

Specified housing units with gross rent (total), 1999	27	2,423	67,193
... below 30% of household income	8	1,252	37,413
... at or above 30% of household income	15	915	25,208
Median rent asked (vacant units), 2000	\$471	\$406	\$466

This data last revised April 28, 2010

ADDENDUM III LOCAL ECONOMY

Economy

	Jay	Orleans County	Vermont
<u>Median Household Income, 1999</u>	\$32,321	\$31,084	\$40,856
<u>Median Family Income, 1999</u>	\$34,625	\$36,630	\$48,625
<u>Per Capita Income, 1999</u>	\$13,546	\$16,518	\$20,625
<u>Median Adjusted Gross Income per Family, 2007</u>	\$44,880.50	\$40,686.00	\$57,433.00
<u>Average Adjusted Gross Income per Person, 2007</u>	\$19,568.45	\$18,488.28	\$24,210.28
<u>Annual Average Wage, 2008</u>	\$22,261	\$30,195	\$38,317
<u>Median Earnings, 1999</u>	\$15,560	\$18,132	\$21,497
...Male	\$17,500	\$22,946	\$26,445
...Female	\$12,639	\$13,245	\$17,092
<u>Total Retail Receipts (Taxable), Fiscal Year 2008</u>	\$6,876,006	\$77,504,583	\$5,193,157,571
<u>Civilian Labor Force, 2008</u>	290	14,500	355,400
...Employed	270	13,000	338,500
...Unemployed	20	1,000	16,900
...Unemployment Rate	5.60	7.00	4.80
<u>Persons for Whom Poverty Status was Considered, 2000</u>	443	25492	588,053
...in Poverty, 1999	55	3,587	55,506
...under 5 years old	3	325	4,476
...5 to 11 years old	4	491	7,013
...12 to 17 years old	2	416	5,106
...18 to 64 years old	39	1,961	32,694
...65 to 74 years old	0	174	2,785
...75 Years and Over	7	220	3,432
<u>Families for Whom Poverty Status was Considered, 2000</u>	119	7,213	158,684
...in Poverty, 1999	11	763	9,925
...with Related Children Under 18, 1999	4	582	7,788

<u>Total Persons in Reach-Up Program (formerly ANFC), 2005</u>	--	<u>649</u>	<u>11,410</u>
<u>Families in Reach-Up Program (formerly ANFC), 2005</u>	--	<u>257</u>	<u>4,573</u>
<u>Total Persons Receiving Food Stamps, 2005</u>	<u>36</u>	<u>3,581</u>	<u>46,416</u>
<u>Households Receiving Food Stamps, 2005</u>	<u>17</u>	<u>1,741</u>	<u>23,080</u>
<u>Households for whom public assistance income was considered, 2000</u>	<u>165</u>	<u>10,475</u>	<u>240,744</u>
<u>...with Public Assistance Income, 1999</u>	<u>9</u>	<u>737</u>	<u>11,610</u>

ADDENDUM IV POPULATION FIGURES

	Jay	Orleans County	Vermont
<u>Estimated Population, 2008</u>	<u>555</u>	<u>27,189</u>	<u>621,270</u>
<u>Total Population, 2000</u>	<u>426</u>	<u>26,277</u>	<u>608,827</u>
...that is Under 18 Years of Age	<u>115</u>	<u>6,608</u>	<u>147,523</u>
...that is 65 Years of Age and Over	<u>40</u>	<u>3,952</u>	<u>77,510</u>
...that is Female	<u>208</u>	<u>13,234</u>	<u>310,490</u>
...that is Male	<u>218</u>	<u>13,043</u>	<u>298,337</u>
<u>Median Age, 2000</u>	38.80	39.30	37.70
<u>Population Density (Persons per Sq. Mi.), 2000</u>	<u>12.56</u>	<u>37.66</u>	<u>65.82</u>
<u>Total Population in Urban Areas, 2000</u>	<u>0</u>	<u>4,846</u>	<u>232,448</u>
<u>Total Population in Group Quarters, 2000</u>	<u>0</u>	<u>707</u>	<u>20,760</u>
<u>Absolute Population Change, 1990-2000</u>	<u>45</u>	<u>2,224</u>	<u>46,060</u>
<u>Percent Population Change, 1990-2000</u>	11.81%	9.25%	8.18%
<u>Natural Increase, 1990-2000</u>	<u>31</u>	<u>468.25</u>	<u>23,071</u>
<u>Annual Births, 2006</u>	<u>3</u>	<u>288</u>	<u>6,510</u>
<u>Annual Deaths, 2006</u>	<u>1</u>	<u>246</u>	<u>5,043</u>
<u>Total Population 5 Years and Older, 2000</u>	<u>411</u>	<u>24,813</u>	<u>574,842</u>

ADDENDUM V SCHOOL ENROLLMENT

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

<u>YEAR</u>	<u>JAY</u>	<u>JUNIOR & SENIOR</u>	<u>TOTAL</u>	<u>WESTFIELD</u>
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	<u>ELEMENTARY</u>	<u>HIGH SCHOOL</u>		<u>ELEMENTARY</u>	
1990	59	39	98	N/A	
1991	49	45	94	N/A	
1992	54	41	95	32	
1993	44	47	91	35	
1994	46	46	92	35	
1995	41	40	81	29	
1996	35	47	82	40	
1997	38	41	79	33	
1998	35	38	73	30	
1999	48	35	83	28	
2000	43	35	78	25	
2001	38	39	77	25	
2002	43	32	75	27	
2003	31	31	62	21	
2004	40	27	67	26	
2005	40	34	74	25	
2006	45	31	76	35	Jay/Westfield
2007	42	24	66	31	2
2008	48	23	71	35	1
2009	52	22	74	38	1

Information above as from Jay Town Reports

ADDENDUM VI

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

ADDENDUM VII TOWN OF JAY HIGHWAY NAMES

<u>NUMBER</u>	<u>NAME</u>	<u>MILES</u>		<u>CLASS</u>
1.	Cross Road - Westfield to 105	3.31		2
3.	North Jay Road	3.12		3
4.	Revoir Flat Road - Jay Center	1.31		3
5.	Bell Road	.94		4
6.	Journey's End Road	2.70		4
7.	Untravelled - N. Jay Road	.40		4
8.	Cyr Road	.80		4
9.	Overlook Drive - W. Jay	.19		3
10.	Hillside Drive - W. Jay	.23		3
11.	Partridge Hollow Road - N. Jay	.24		3
12.	Morse Road	1.85		3
13.	Amos Road off Morse Road	.40		4
14.	Stevens Mill Road	.50		4
16.	Mayhew Road off 105	1.32		3
17.	Sugarplace Road off Gendron	.40		4
	Belle Vista Road - off Revoir		.07	3
18.	Untravelled - off Belle Vista	.43		4
19.	Gendron Road / Westover Road	1.80		3
20.	Beadle Hill Road	.70		3
21.	Leavitt Circle - off 105	.23		3
22.	Untravelled- off Lucier Road	.03		4
23.	Lucier Road off 242	.45		3
24.	N. Hillside Road-West Jay	.25		4
25.	Bacon Road	.10		3
26.	Old Jay - Montgomery Road	.05		3
266.	Untravelled - Jay - Montgomery Road	1.15		4
27.	Woodshed Road off 242	.12		3
28.	Camp Road off 105	.12		3
29.	Cemetery Road	.59		3
30.	Loop Road	.38		3
31.	West Jay Road	1.65		3
32.	Graham Hill Road	.23		3
33.	Belle Vista Road	.781		3
34.	Sargents Way	.65		3
35.	Wilderness Road	.43		3
36.	Deer Path	.20		3
37.	Bear Crossing	.07		3
38.	Aikins Drive	.10		3
39.	Rabbit Run	.08		3
40.	Shallowbrook Road		58	3
41.	Russell Hill Road	.08		3
42.	Poplar Drive	.08		3
43.	Access Road - Jay Peak	.85		3
44.	Tranquility Lane off 105	.50		3
45.	Marriner Drive	.31		3
46.	Morin Drive	.14		3
47.	Elm Drive	.10		3
48.	Sargents Loop Road	.44		3

PRIVATE ROADS

- A. Town Highway #44
- B. Town Highway #47
- C. High Pines Drive off Gendron Road
- D. Pine Grove Road off Gendron Road
- E. Town Highway #46
- F. Chemin Panoramique off Loop Road
- G. Shortcut - Jay Peak
- H. Town Highway #43
- I. Jay Peak Village Road
- J. Slope side Road - Jay Peak

K.	Reservoir Road - Shallow brook Development	
L.	Town Highway #48	
M.	Woodland Road off Rte 242	
N.	Tamarack Road off Belle Vista	
STATE HIGHWAYS		
	Route 242 Southern Part of Town	5.092
	Route 105 Northern Part of Town	8.376

ADDENDUM VIII

CLASS IV TOWN ROAD POLICY

Town of Jay

Class IV Road Policy

Definition:

Class 4 highways are all other highways not falling under the definitions of class 1, 2, and 3 highways. Class 1, 2, and 3 are defined for the purpose of receiving state aid and are passable with a pleasure vehicle on a year-round basis.

Trail means 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 Selectboard for the purpose of providing access to abutting properties or for recreational use.

Maintenance:

It is the policy of the Town of Jay that public expenditures on Class 4 town highways should be held to a minimum amount necessary that the public investment is preserved through maintenance of the ditches, culverts, and bridges; and limited to the amount budgeted and approved by the Board of Selectmen on an annual basis.

Any landowner with property adjacent to a Class 4 Town highway wishing to perform or arrange for the performance of maintenance work on Class 4 Town highway, Trail, or unclassified Trail must make a written request to the Selectboard prior to commencing with any work. The request should contain drawings and descriptions of the work to be done. Make sure that the Selectboard is given enough advance warning to meet with the Road Commissioner and develop a plan. NO work can commence without a signed agreement from the Selectboard. The landowner shall bear all costs associated with said Class 4 road/trail project.

Before commencing work, the landowner shall agree to sign and deliver to the town clerk a letter in which they promise to assure that all the requirements for signage, work safety, and public safety required by law or reasonable prudence will be adhered to in connection with the work, that the road work will done in accordance with specifications established by the Selectboard in conjunction with the Road Commissioner, and agree to indemnify the town and its agents for any and all damage, loss or claim associated with this work.

When the job is finished, the Selectboard has to be notified in writing so that it can arrange for inspection and approval of the work.

The town shall not provide any winter maintenance on Class 4 Town highways or trails. All winter maintenance will be at the expense of the applicant. Plowing by private parties can only be done with the prior written permission of the Selectboard.

Each year the Road Commissioner will make an examination of the Class 4 highways in the town and report to the Selectboard as to the specific maintenance efforts that are recommended for the summer work. The Road Commissioner will perform minimal maintenance. Residents input may be considered. The maintenance shall not constitute improvements or upgrades.

No local land use permit is required for the construction/maintenance of the proposed road project. Applicant(s) shall be responsible for obtaining any State or other permits required for the proposed project.

The Town may require conditions be met prior to approving an application, including but not limited to the posting of a bond, if deemed appropriate.

Control:

The Selectmen shall exercise control of class 4 highways and trails to ensure their integrity as a public right-of-way by means which may include, but are not limited to, the following:

- a. establishment of vehicle weight limits
- b. prohibition or restriction of wheeled vehicle use during mud and snow season; signs and barriers may be utilized to accomplish this purpose
- c. requirements for temporary permit for heavy equipment access may be imposed and the stipulation included that any highway damaged will be repaired by or at the expense of the user; posting of bond or other security to guarantee that repairs are made may be required as a condition of any permits
- d. speed limits may be established

Change in Classification:

Class 4 highways may be reclassified to trail status, discontinued or upgraded to Class 3 or higher status. Reclassification will be done in accordance with Title 19, VSA, Sections 708-716 and upon findings by the Selectmen that the public interests will be substantially advanced by such change in status and that reasonable measures are taken to replace, substitute, or avoid the loss of public commercial travel, intrinsic aesthetic and recreational value, or other public interests afforded by the existing class 4 highway or trail.

At a minimum, no class 4 highway or trail may be upgraded in status or discontinued without the permission of the selectboard. Selectboard may provide for an alternative travel easement or right-of-way replacing the travel route upgraded or discontinued to insure that users and landowners have uninterrupted access.

The Selectboard requires that the cost of upgrading a Class 4 highway to a Class 3 or higher highway be assigned to the Applicant(s).

Right-of Way Access:

Selectboard and Road Commissioner shall control access into the road right-of-way for

the installation or repair of utilities and for access of driveways, entrances, and approaches.

Overweight Vehicles:

Pursuant to 23 VAS, Chapter 13, Subchapter 15, vehicular use of highways and bridges is subject to limitation and regulation regarding gross vehicle weights, tire and axle weights, and overall length and width.

Written approval of the Selectboard, or their authorized agent, may be granted for use or travel over highways and by and between the Selectboard and applicant for compensation for wear and tear on highways anticipated or caused by use of highways in excess of the legal weight and size limitations. Vehicles used for agricultural or forest management shall not be held to a higher standard than other vehicles.

Posting:

No highway of any class may be intentionally closed by a gate or other obstruction except upon approval of the Selectboard. 19 VSA § 1105. The Selectboard may post a road in accordance with 19 VSA § 1110. The Selectboard may post a highway for the purpose of preserving the integrity of the road. 19 VSA § 304

Compliance With other Regulations:

This policy is written to establish and clarify standards of construction and the authority of the Selectboard and their agents.

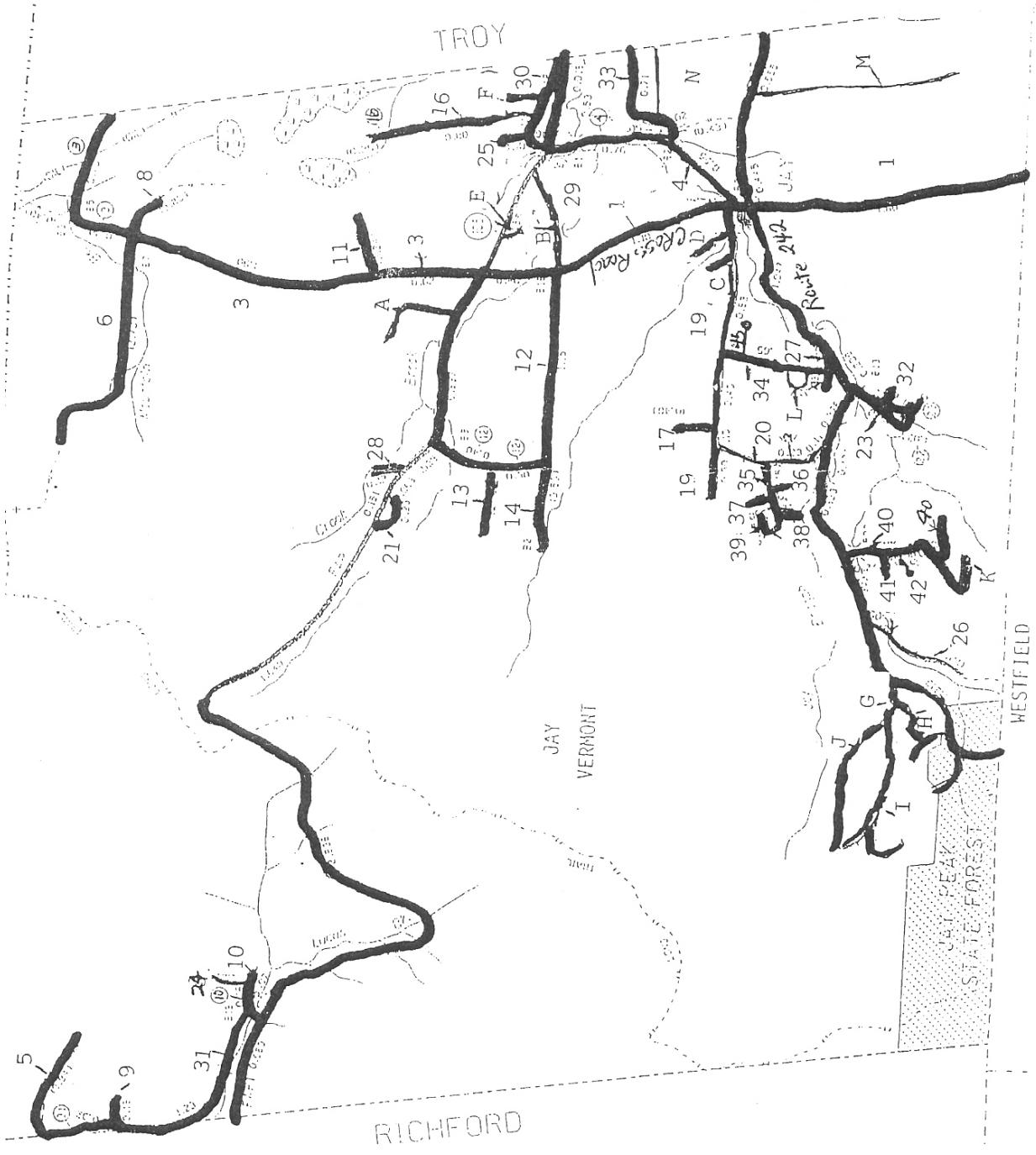
All other ordinances and regulations adopted by the Town of Jay shall remain in full force and effect.

As adopted by the Town of Jay Board of Selectmen, this 6th day of December 2010

Jay Board of Selectmen:

**ADDENDUM IX
TOWN OF JAY HIGHWAY MAP**

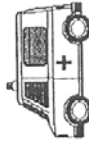
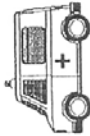
Town Clerk



VERMONT ENHANCED 9-1-1 BOARD

enhanced 9-1-1 is based on two important concepts: (1) We will answer your emergency call, and (2) We will find you. In order to allow this to happen, a calling network must be developed to allow quick, easy, and reliable access to emergency services, no matter where in the state you are (we will answer your call). Secondly, locatable street addressing must be established (we will find you). The Board is on target for implementation of statewide enhanced 9-1-1 by July of 1997. In 1996, we proceed toward our goal, engineers and technicians will begin building the system. In the meantime, we encourage communities to press on with road naming, addressing, and completing municipal plans. This work is critical to the successful implementation of a reliable Enhanced 9-1-1 system.

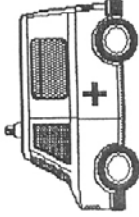
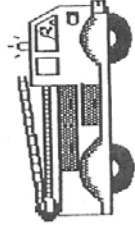
velyn Bailey, Executive Director



TOWN OF JAY - E-911 COMMITTEE

In trying to fulfill the requirements necessary to become part of the state-wide E-911 system, all roads have been named (and approved by the selectmen). This includes private roads with 3 or more dwellings. The locatable addressing phase will take place in the near future with the help of NVDA. If you have any questions or if you would like to become involved, please call the town clerk's office (988-2996).

Debbie Currier
Joyce Morse Mayhew
Anne Turtur



JAY HIGHWAY NAMES

NUMBER	NAME
1	CROSS ROAD
3	NORTH JAY ROAD
4	REVOIR FLAT ROAD
5	BELL RD.
6	JOURNEYS END ROAD
8	CYR ROAD
9	OVERLOOK DRIVE
10	HILLSIDE RD.
11	FARTRIDGE HOLLOW ROAD
12	MORSE ROAD
13	AMOS ROAD
14	STEVENS MILL RD.
16	HAYHEW ROAD
17	SUGARPLACE ROAD
18	UNTRAVELLED
19	GENDRON ROAD/WESTOVER ROAD
20	BEADLE HILL ROAD
21	LEAVITT CIRCLE
22	UNTRAVELLED-NOT NAMED-SOUTH JAY
23	LUCIER ROAD
24	UNTRAVELLED-NOT-NAMED-WEST JAY - <i>North Pine State Rd</i>
25	BACON ROAD
26	OLD JAY-MONTGOMERY ROAD-PART UNTRAVELLED PRIVATE ROADS
27	WOODSHED ROAD
28	CAMP ROAD
29	CENETERY ROAD
30	LOOP ROAD
31	WEST JAY ROAD
32	GRAHAM HILL RD.
33	BELLE VISTA ROAD
34	SARGENTS WAY
35	WILDERNESS RD.
36	DEER PATH
37	BEAR CROSSING
38	LOVE- DEAN DRIVE
39	RABBIT RUN
40	SHALLOWBROOK RD.
41	RUSSELL HILL DR.
42	POPLAR DRIVE

Atkins

THERE ARE TWO STATE HIGHWAYS LEADING THROUGH THE TOWN OF JAY:

ROUTE 105-THROUGH THE NORTHERN PART OF TOWN.
ROUTE 242-THROUGH THE SOUTHERN PART OF TOWN.

** New Town Ads*

** 45 Mariner Dr.*

** 44 A. TRANQUILITY LANE*

** 47 B. ELM DRIVE*

** 46 C. HIGH PINES DRIVE*

** 43 D. PINE GROVE RD.*

** 43 E. MORIN DR.*

** 43 F. CHENIN PANORAMIQUE*

** 43 G. SHORTCUT*

** 43 H. ACCESS RD.*

** 43 I. JAY PEAK VILLAGE RD.*

** 43 J. SLOPESSIDE RD.*

** 43 K. RESERVOIR RD.*

** 43 L. SARGENTS LOOP RD.*

** 43 M. WOODLAND RD.*

** 43 N. TAMARACK RD.*

ADDENDUM X

EFFICIENCY VERMONT

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

Reducing the amount of energy you use can help you reduce your impact on the environment and save money on your energy bills. This section is your resource for information to help you reduce your energy consumption and save money through energy efficiency.

There's a lot you can do. Some actions are big and some are small. Choose the steps that are right for you. Just remember: the more you do, the more you'll save. To learn more about energy efficiency visit the Efficiency Vermont website @ www.encyvermont.com

CFLs - Compact Fluorescent Light Bulbs

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

Appliances

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

Home Electronics

Home electronics, like TVs, DVD players, computer monitors, and laptops, can account for more than 15% of your household electricity use. Some electronics use energy even when they're turned off, to power features like clock displays and remote controls. When buying home electronics, look for ENERGY STAR® products, which use much less energy than standard electronics. Also, remember to comparison shop. For example, plasma TVs use significantly more energy than standards sets, but some plasma TVs are ENERGY STAR-rated and use less energy than other plasma TVs. Finally, use an Advanced Power Strip to save even more energy and money.

Advanced Power Strips

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

DIY - Do It Yourself

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

Meter Loan Program

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

out more about the Meter Loan Program and to download a request form visit www.encyvermont.com

Rebates and Incentives

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

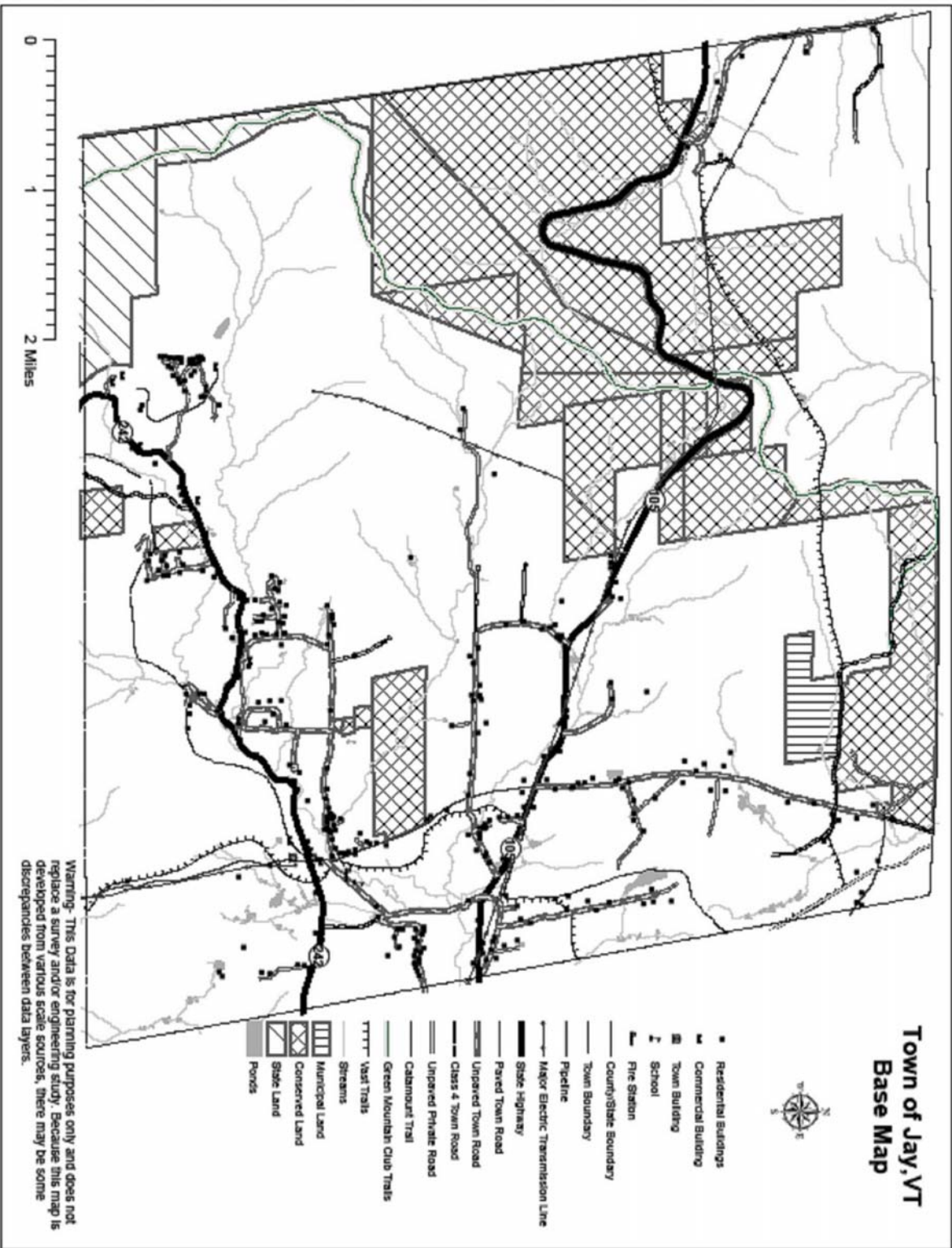
Energy Audits and Home Improvements

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

ENERGY STAR®

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

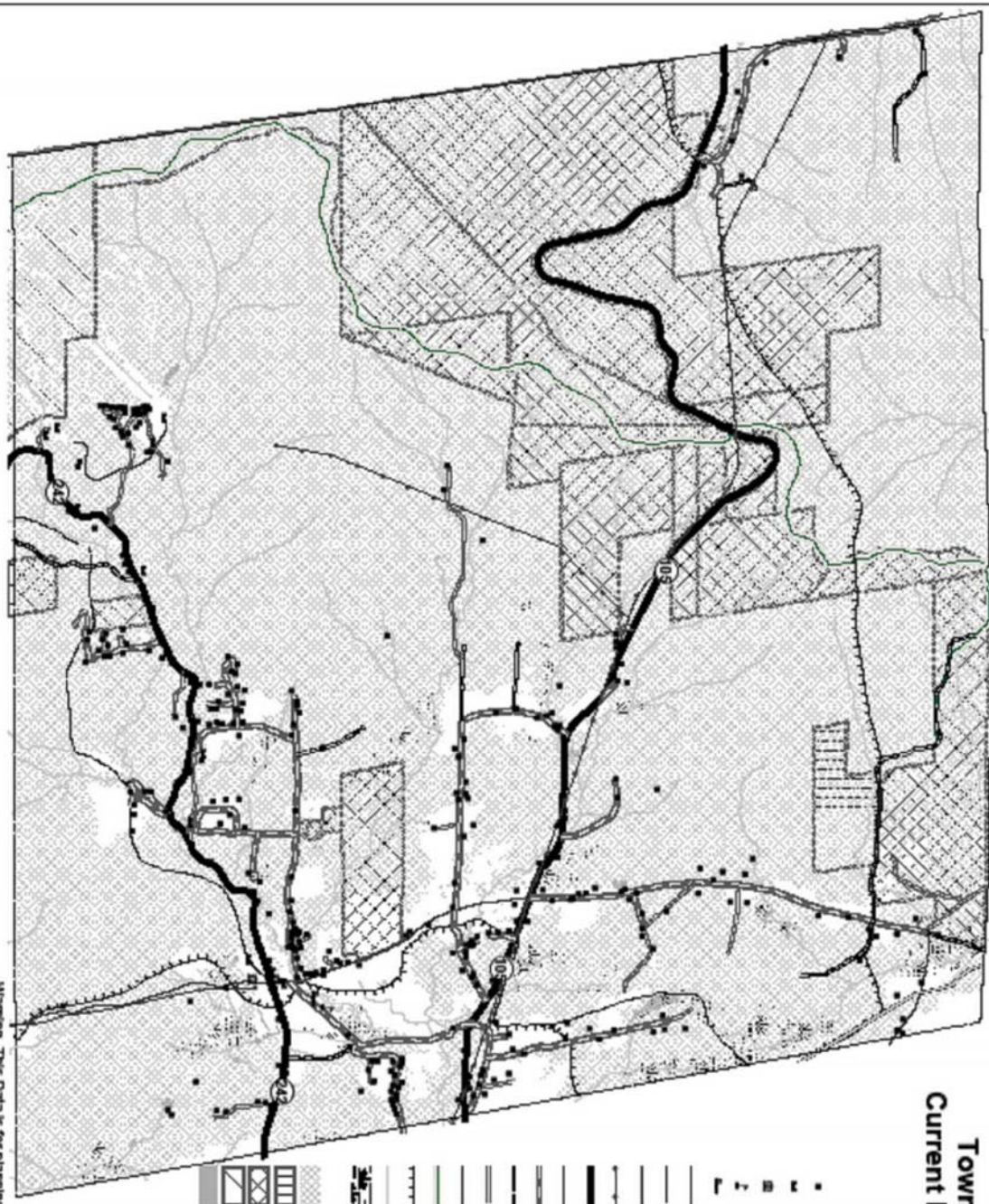
To learn more about any of the above mentioned - visit the Efficiency Vermont website @ www.encyvermont.com



Town of Jay, VT Current Land Use Map

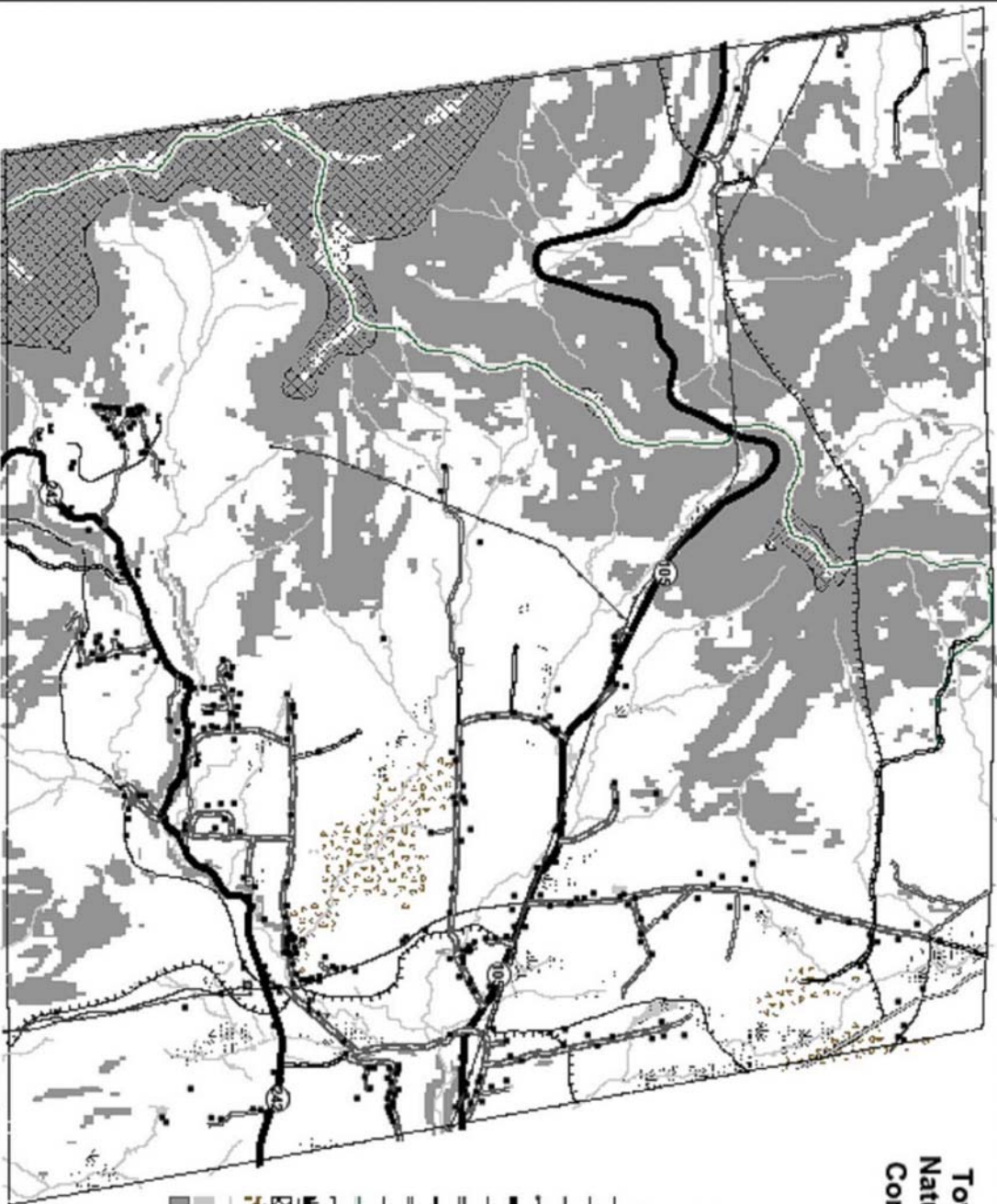


- Residential Buildings
- Commercial Building
- Town Building
- School
- Fire Station
- County/State Boundary
- Town Boundary
- Pipeline
- Major Electric Transmission Line
- State Highway
- Paved Town Road
- Unpaved Town Road
- Class 4 Town Road
- Unpaved Private Road
- Catamount Trail
- Green Mountain Club Trails
- Vast Trails
- Streams
- wetlands
- Open Areas
- Forested Areas
- ▨ Municipal Land
- ▧ Conserved Land
- ▩ State Land
- ▭ Ponds



Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.

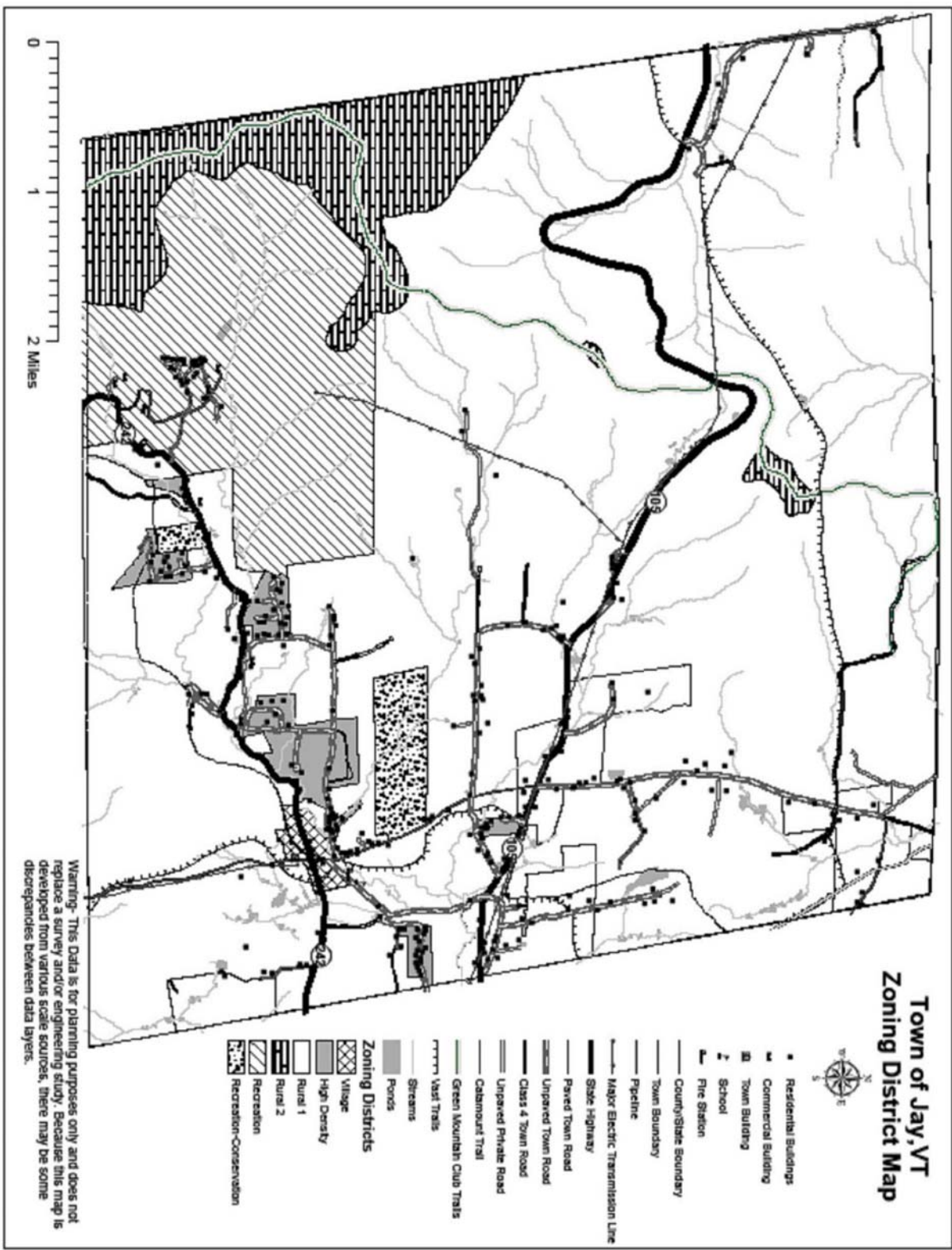
Town of Jay, VT Natural Resource Constraints Map



Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.

- Residential Buildings
- Commercial Building
- Town Building
- School
- Fire Station
- County/State Boundary
- Town Boundary
- Pipeline
- Major Electric Transmission Line
- State Highway
- Paved Town Road
- Unpaved Town Road
- Class 4 Town Road
- Unpaved Private Road
- Colman's Trail
- Green Mountain Club Trails
- Vast Trails
- Wetlands
- Elevations over 2500 feet
- Deer wintering area
- Streams
- Ponds
- Steep areas over 20% Slope

Town of Jay, VT Zoning District Map



Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.