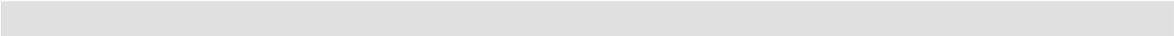


BOLTON PLANNING COMMISSION
TOWN OF BOLTON
VERMONT

Bolton Town Plan 2012

**Originally Prepared in 2007 by the
Bolton Planning Commission
&
the Chittenden County Regional Planning Commission**

This Town Plan (adopted in 2007, and re-adopted in 2012) will be substantially updated during 2012 and 2013 to incorporate new community profile information collected in 2011 (including 2010 census data), and the results of our 2011 town survey. The Planning Commission anticipates presenting a draft Bolton Town Plan for public review early in 2013.



Adopted by the Bolton Select Board May 21, 2012
Bolton Select Board Hearing: Monday, May 21, 2012
Bolton Planning Commission Hearing: Tuesday, April 10, 2012

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List of Maps – Attached to Plan

- 1 – Existing Land Use
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- 3 – Transportation
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Required Items for Municipal Plans as stated in Vermont State Statute 4382

Required Item	Location in Plan
(1) Statement of objectives, policies, and programs of the municipality to guide the future growth and development of land, public services and facilities, and to protect the environment;	Located at the end of each section.
(2) A land use plan, consisting of a map and statement of present and prospective land uses...	Section 2, Page 10. Maps #1 and #2 in the Appendix.
(3) A transportation plan, consisting of a map and statement of present and prospective transportation and circulation facilities...	Section 4, Page 19
(4) A utility and facility plan, consisting of a map and statement of present and prospective community facilities and public utilities showing existing and proposed education, recreation and other public sites...	Section 5, Page 25. Map #3 in the Appendix.
(5) A statement of policies on the preservation of rare and irreplaceable natural areas, scenic and historic features and resources;	Section 1, Goals on Page 6. Section 3, Policies on Page 17.
(6) An educational facilities plan consisting of a map and statement of present and projected uses and the local public school system;	Section 6, Page 28, mapped on Map #1.
(7) A recommended program for the implementation of the objectives of the development plan;	Section 9, Page 38.
(8) A statement indicating how the plan relates to development trends and plans for adjacent municipalities, areas and the region developed under this title;	Section 11, Page 43.
(9) An energy plan, including an analysis of energy resources, needs, scarcities, costs and problems within the municipality, a statement of policy on the conservation energy...	Section 7, Page 31.
(10) A housing element that shall include a recommended program for addressing low and moderate income person's housing needs as identified by the regional planning commission...	Section 8, Page 34.

Vision Statement

The Town of Bolton envisions its future as continuing to be a rural municipality, focusing on the aspects which make it unique: a tight-knit community, acres of forested land bisected by recreational trails, majestic ridgelines, rugged rocky outcrops, valley-bottom cropland, and rural village centers tucked in between working landscapes and our beloved Green Mountains.

Bolton's future depends on the thoughtful placement of housing and commercial space to help preserve the villages and to keep the rural areas from being heavily developed. The natural areas within the Town serve as a focus point for Bolton's identity and help shape the goals of continuing to support thoughtful land conservation and development, public access to recreational trails and the Winooski River corridor. Bolton's future success also depends on maintaining Town facilities and improving local services.

Bolton will focus more of its energy on creating and promoting a viable and diverse economic environment. This will help Bolton continue to be a livable community with a high quality of life for all residents. Future development will be focused in the Village District and Resort Village District, helping to preserve Bolton's rural character and fostering a healthy local economy.

Section 1. PURPOSE AND GOALS

The purpose of the *Bolton Town Plan* is to serve as a record of the decisions the residents of the Town have made to guide future development according to a set of agreed upon goals and objectives. The Plan serves as the basis for the Town's regulatory bylaws, and sets forth Town goals and policies that the applicants for Act 250 permits and the District Environmental Commission should consider as they review such applications. The Plan fulfills the requirements of 24 V.S.A 4384.

1.1 Community

Set in the midst of the Green Mountains, and positioned on the banks of the scenic Winooski River, the Town of Bolton is an attractive place for people to settle. The Town's natural beauty, combined with its location convenient to Vermont's largest employment centers, make Bolton a place that will continue to experience population and housing pressure. It is the intent of this Plan that all areas of Bolton be developed with the long-term interests of the residents as the primary consideration.

Bolton does have its share of crime activities, mainly in the form of various larcenies. Due to the lack of immediate local police presence, it is important that the town establish a network of citizens who will respond to suspicious behavior in the form of a neighborhood watch system.

Table 1.1 2005 Crime Statistics in the Town of Bolton

Offence Type	Number of Crimes
Simple Assault	2
Burglary/Breaking and Entering	8
Destruction of Property/Vandalism	14
False Pretense	2
Purse Snatching	1
Theft from Building	4
Theft from Motor Vehicle	7
Theft of Motor Vehicle Parts	1
Larceny – other	35
Stolen Property	1
Drug/Narcotic Violations	2
Total	77

Source: Vermont Crime On-Line. Vermont Department of Public Safety, Division of Criminal Justice.
<http://12.27.118.96/vconpublic/VistaView/disview.aspx>
[Accessed on 2/12/2007](#)

Crime in Bolton is regulated by police departments in the surrounding municipalities as Bolton does not have a police force. Emergency situations are handled by the Bolton Emergency Management Organization which is comprised of local volunteers who follow an established procedure, depending on the emergency (Table 1.2). For more information

on emergency management, please see Bolton's All Hazard's Mitigation Plan available at the town office.

Table 1.2 Bolton's Local Emergency Management Contacts

Name	Job Title
Gerard Mullen	EMC
Mike Gervia	Fire Chief
Ron Mack	Richmond EMS Chief
Barracks Commander	Vt. State Police
Gene Armstrong	Constable
Eric Andrews	Highway Foreman
Deborah LaRiviere	Town Clerk
John Devine	Select Bd. Chair

Source: 2005 Town of Bolton – Rapid Response Plan

The Town's goals for community development shall be to:

- a. Work to ensure the existence of public access to the area along the Winooski River corridor. Much of Bolton's livelihood is attributed to recreation and this theme should be expanded to include the area along the River. In 1992, a canoe access was established on the south side of the river, and in 1998 the Town acquired a 16 acre parcel on the north bank which could be developed into a park or walking path. The presence of a rail road which runs through this parcel creates a safety concern and needs to be addressed and resolved in order for any recreational developments to occur. Overall, this type of recreational development should be continued. A park could be sited along the river front, which could include playing fields, walking and biking trails, fishing & boating access. (Please see Section 3, Natural Resources, for a description of local recreational opportunities.)
- b. Allow appropriately scaled, well designed commercial and residential development. The Town encourages planned unit developments (PUD) along the RT.2 corridor within the village area. The Town discourages development anywhere in Bolton that will create unplanned strip development, significant traffic hazards or a visual aesthetic that would significantly alter its existing rural character. The Town's land use regulations should clearly implement locations appropriate for development and establish clear guidelines for acceptable impacts on traffic, ridgelines, aesthetics and other aspects of the Town's rural character.
- c. Consider the necessity of sewer and water systems to serve the possible increased need for such services. The Town should balance carefully such increased demand with the capital cost of such facilities and the on-going impact of user fees on residents.

- d. Continue to provide for diverse minimum lot sizes and housing types, including multi-family units, accessory apartments, and other techniques to allow for housing appropriate for people of all income levels.
- e. Encourage preservation of historic sites, buildings, archeological sites, wildlife habitat and other natural resources. The Conservation Commission will work closely with the Planning Commission to identify important historic structures, sites and districts, archeological sites and archeologically sensitive areas, habitat areas and other natural resources as well as funding sources.
- f. Encourage the development of a Community Watch program to reduce crime in the community.
- g. Encourage provision of safe and affordable child care for Bolton's working families through appropriate language in town land use regulations and through other opportunities for cooperation with providers of such services.

1.2 Capital Improvements

The town will attempt to avoid excessive tax increases by providing only for capital expenditures which are anticipated and planned. To accomplish this, the Town's goals for capital improvements will be to:

- a. Provide services and facilities deemed necessary for the orderly and rational development of the Town.
- b. Plan for utilities to be placed in, or moved to, existing transportation rights-of-way as much as possible.
- c. Institute and maintain a Capital Expense Budget and Program based on historic rates of growth to anticipate public expenditures for capital investments, thus stabilizing the Town's fiscal position.
- d. Encourage the use of development practices such as planned unit developments to economize on the use of land and to preserve open land with public access.
- e. Ensure that development occurs at a rate at which the town can provide necessary services without an undue burden on the taxpayers and the Town's fiscal integrity.

1.3 Economy

While Bolton is largely a residential community, it would be beneficial to residents to have more employment opportunities within the Town. Currently, Bolton Valley Ski Resort plays a significant role in the local economy by providing jobs and bringing in tourists through Town. The Resort not only serves as winter recreation spot, but it is expanding

into warmer weather activities, providing year-round job opportunities. The environmental impacts of the Resort are seen as trails expand, as more housing is built on the mountain, and as more people drive through Town to visit and to stay at the Resort. The success or failure of this one business has a direct impact on the Town's economic health which highlights the importance of creating a more diverse local economy. The Town of Bolton is committed to working in collaboration with all businesses located in town to support local economic vitality.

Agriculture and silviculture businesses once played a significant role in Bolton's local economy. These types of land uses help maintain the rural character in town and are also part of the local historic settlement patterns. Bolton residents have access to a wide variety of services related to both agriculture and silviculture practices within the county: the University of Vermont's Agriculture Extension and the Forestry Program; the Northeast Organic Farmer's Association in Richmond; The Intervale in Burlington; the Vermont Department of Forests, Parks, and Recreation; and the Vermont Agency of Agriculture, Food, and Markets all can serve as resources for anyone interested in continuing their business or starting one in Bolton. This section of the local economy should be supported due to the compatibility with Bolton's landscape and low-density population along with the idea that as more types of businesses function within the town, the stronger the economic base will be.

As of the 2000 Census, the Median Household Income in Bolton was \$49,625 compared to the 2000 Median Household Income for Chittenden County at \$47,673.

Currently more than eighty percent of Bolton's work force commutes to jobs outside of town, imposing the costs associated with commuting. To address this, the Town's goals for economic development shall be to encourage:

- a. A diverse and varied economy based on, but not limited to, agricultural, commercial, forestry and recreational businesses.
- b. Diversification of business to provide broader employment opportunities for local residents. Bylaws implementing this plan should include provisions for home occupations and home-based businesses including home child care facilities.
- c. Businesses which will increase the tax base, but which will not pollute the environment or overburden the school system and other Town services.
- d. Tax abatement through state programs to existing farms in Bolton to support their operation and continued presence in the Town.
- e. Location of new business activities within the "Village" and the "Resort Village" Districts to the extent appropriate. The Town's land use regulations should make clear the locations within Bolton appropriate for various types of business development, and should provide locations for diverse business types.

- f. New and existing small agriculture and silviculture operations located in Bolton. Provide contact information to various agriculture and silviculture agencies for individuals or groups interested in starting these types of businesses in town.

1.4 Public Participation

The Town of Bolton includes several different settlements, each with problems and opportunities unique to that particular area. In light of this, the goals of the Town for public participation shall be to:

- a. Encourage public involvement from each of these areas when planning issues are considered. The Bolton Planning Commission, which serves at the pleasure of the Selectboard, meets monthly. Meetings are open to the public, and residents are encouraged to attend and participate. In addition, when the Town Plan and bylaws are amended, the Planning Commission holds formal public hearings in accordance with Vermont law. Notices of these public hearings are published in the Burlington Free Press and are placed in the Jonesville Post Office, the Bolton Store and the Town Clerk's Office. All Bolton residents are encouraged to attend and to provide input on the preparation of these important documents that guide the future of the Town.
- b. Continue to solicit input regarding planning issues from town residents and from other entities which can help to offer solutions and insight into the problems the Town faces both now and in the future.
- c. Continue to promote and strengthen a sense of community in Bolton through encouragement of volunteerism. Given the Town's small population and financial limitations, volunteerism is a critical resource for town government and for non-profit organizations. Interested citizens who will work for the good of the community without conflicts of interest are always welcome to serve on the Planning Commission, the Development Review Board, the Conservation Commission and the Recreation Committee. During the development of this Plan, citizen input was collected through discussion at Town Meeting, the informal Public Forum in March, and reported updates in the Bolton Gazette, the Town report, and on Bolton's website.

1.5 Regulatory Devices

In the past, the Town relied on the Act 250 process and Town zoning and subdivision regulations to regulate development; however, as growth pressures increase and become more varied, the Town should take a more active stance in terms of its own land use planning and regulation. Only in this way will Bolton residents have a strong say in the future of the Town. Such activity must be balanced with the need to acknowledge private property rights by permitting landowners a reasonable use of their land. In order to address this situation the goals of the Town of Bolton shall be to:

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- a. Maintain zoning and other bylaws, regulations and ordinances that are based on goals, data and concepts set forth in this plan for the purpose of ensuring that future growth and development are in the best interests of town residents.
- b. Adopt and maintain a Capital Expense Budget and Program for the purpose of ensuring that Bolton's rate of growth does not outstrip the Town's ability to pay for the associated necessary services such as roads, schools, police and fire protection, solid waste etc.

Section 2. LAND USE PLAN

2.1 Introduction

Bolton is a community of unusual beauty, where the majestic mountain peaks contrast with the scenic Winooski River Valley. The Town lies in the heart of the Green Mountains, one of Vermont's most treasured resources. It also lies on the fringe of the growth area of western Chittenden County. Its topography makes it ideal for a recreational area. The following land use section reflects existing development trends and describes, by zones, the uses and densities that are allowed. Please see Map 1 "Current Land Use" for a depiction of how current uses are distributed within the Town.

In general, cutting of trees and other vegetation on building sites is discouraged to avoid erosion and loss of ground water recharge. Alternative sites should be considered for areas with sensitive soils, agricultural soils, steep slopes, ridgelines and mountaintops, wetlands, floodplains, insufficient water supply and/or soils that do not absorb wastes well. If the alternative sites are not a possibility, then consider minimally damaging options when building.

Future development will be focused towards village centers in an effort to preserve the historic and efficient layout of the Town. This type of development also supports Bolton's goals of not developing on agricultural soils which are important to preserve for any future farming needs and can exist as open space until needed for cultivation. Currently, zoning permits are not entered into a database which would allow for easy analysis of any changes in development patterns. A data collection system needs to be implemented that will show past and present development throughout the town in described districts to help predict probable future trends. The Zoning Administrator will be responsible for this task. While recognizing the importance of preserving historic structures and layout, Bolton also acknowledges the high cost of restoring and maintaining individual properties. The Town needs to seek funds for such maintenance and to have a plan for how these projects will be managed.

No regulation may infringe upon the right of any resident to use a minor portion of a dwelling for an occupation which is customary in residential areas and which does not change the character thereof.

Map 2 "Future Land Use" and the Town Plan are the basis for the Bolton zoning ordinance, which outlines specific standards for lot size, density, setbacks and other criteria.

Due to Bolton's low population and rural setting, developments of any kind can have a large impact on the town. Therefore, it is important that development be thoughtful, allowing for adjustment, careful planning, and consideration of town resources, tax rate, and traffic.

2.2 Village District

The Village District, located along Route 2 in Bolton between existing highway and railroad rights-of-way, is an area that serves as the town's historic, governmental, civic, and commercial center, as well as the gateway to Bolton Valley. The purpose of the Village District is to allow for the continuation of existing commercial, residential, and public uses in this area, and to encourage future development that is compatible with and promotes an historic village settlement pattern. Such development may include higher densities of development, as supported by existing and planned infrastructure.

2.3 Resort Village District (Bolton Valley)

The Resort Village District includes land comprising the Bolton Valley Resort's village base area. The purpose of this district is to allow for coordinated, well planned higher density development, including a mix of recreational, commercial, and multi-family residential uses within a compact village setting, in a manner that supports the development of the ski resort as a year-round destination while protecting significant natural features and environmentally sensitive areas. Development in this district shall occur in accordance with a comprehensive base area plan that establishes a clear indication of the intended type and pattern of future development.

2.4 Resort Residential District (Bolton Valley)

The Resort Residential District encompasses areas adjoining the Resort Village District, including the Bolton Valley Resort entrance on the Bolton Valley Access Road. The purpose of this district is to allow for moderate densities of coordinated, well-planned recreational, lodging and residential development in the immediate vicinity of the resort village, in an area that is served by centralized infrastructure and utilities, in a manner that reinforces the function of Bolton Valley as a compact resort village and protects significant natural features, ridgelines and environmentally sensitive areas. Development in this district shall occur in accordance with a comprehensive master development plan that establishes a clear indication of the intended type and pattern of future development.

2.5 Rural I District

The Rural I district includes areas with ready access to public roads, which are generally suitable for residential development, including the town's traditional rural residential areas. This district is also intended to include existing small in-holdings on the Duxbury Road that are located within the Conservation District. The purpose of this district is to allow for traditional uses such as forestry and agriculture, moderate densities of residential development in appropriate locations, and limited commercial development along Route 2, in a manner that maintains the town's rural character.

2.6 Rural II District

This district includes upland areas with access and/or development constraints. The purpose of the district is to allow for limited, compatible, lower densities of development

that maintain Bolton's rural character and protect significant natural resources while discouraging subdivision and development in areas with limited access to public roads.

2.7 Forest District

The Forest District includes all land above 1,500 feet in elevation, except for such land within the Resort Village, Resort Residential, and Conservation Districts. The Forest District includes significant headwater, aquifer recharge and designated source protection areas, unique and fragile natural areas, critical wildlife habitat, and mountainsides and ridges characterized by shallow soils and steep slopes. The purpose of this district is to protect Bolton's more remote and inaccessible forested upland areas from fragmentation, development, and undue environmental disturbance, while allowing for the continuation of traditional uses such as forestry, outdoor recreation and compatible low-density residential development.

2.8 Conservation District

The Conservation District is intended to include all land above 2,500 feet in elevation, the town's permanently conserved lands, including town and state owned parks, forests and conservation land, and private in-holdings on Honey Hollow Road. The purpose of the Conservation District is to protect Bolton's generally remote and inaccessible mountainous areas - which include significant headwaters and aquifer recharge areas, unique and fragile natural areas, critical wildlife habitat, and mountainsides and ridges characterized by shallow soils and steep slopes - from fragmentation, development, and undue environmental disturbance, while allowing for the continuation of traditional uses such as forestry and outdoor recreation.

2.9 Flood Hazard Area Overlay District

The Flood Hazard Area Overlay District includes all designated flood hazard areas. The purpose of the Flood Hazard Area Overlay District is to (1) protect public health, safety, and welfare by preventing or minimizing hazards to life and property due to flooding, and (2) to ensure that private property owners within designated flood hazard areas are eligible for flood insurance under the National Flood Insurance Program (NFIP).

Section 3. NATURAL RESOURCES

3.1 Current Conditions

The natural landscape in Bolton presents a very dramatic and pleasing contrast between the numerous peaks of the Green Mountains and the Winooski River which winds through the town. Several significant natural areas are found in Bolton including a high-elevation fir forest on Bolton Mountain, extensive natural red pine forests, metamorphic schist cliffs with peregrine falcon nesting sites, and rich hardwood forests. It should be recognized that much of the forest is still in early succession stages, and is therefore not as productive as it potentially can become. Bolton's forested areas are habitat for moose, bear, white-tail deer and other game and non-game species (See Map 5, "Natural Features").

An excellent example of the quality of this landscape is the Camel's Hump Natural Area, 7400 acres in Bolton, Duxbury, Fayston and Huntington designated as a National Natural Landmark in 1968. The area includes an undisturbed sub-alpine boreal forest which is rare in Vermont. In addition, the 888 acre Robbins Mountain Wildlife Management Area, owned by the State of Vermont and managed by the Fish & Wildlife Department, straddles the Bolton/Richmond town line. On a west-facing slope, this Area is characterized by a Northern Hardwood forest with a mix of hemlock, red and sugar maples, yellow birch, white ash and beech. The Robbins Mountain WMA is noted as a fine hunting area where deer, moose and bear can be found, along with a wide variety of other small mammals like coyote, fishers, bobcats and red fox. Moreover, the Robbins WMA offers extensive opportunities for hiking and other back country experiences as it is contiguous with the Camel's Hump State Park.

The significance of Bolton's natural resources is also demonstrated by the fact that of the town's 27,187 total acres, 9,850 acres (or about 35% of the total) are currently under public ownership or some type of conservation easement (See Map 6, "Conserved Lands"). Of that total, 2,237 acres are federally-owned, primarily in Camp Ethan Allen, while the State of Vermont owns 7155 acres, primarily in the Robbins Mountain WMA and the Camel's Hump State Park. Four hundred fifty seven acres are privately owned and conserved (Source: UVM Spatial Analysis Lab, 1999).

An unusual recreational resource can be found in the opportunities in Bolton for rock and ice climbing. The donation of the Lower West Bolton Cliffs to the Climbers Resources Access Group (CRAG-VT) and the group's 2004 purchase of the thirty acre Bolton Quarry are very strong indications of the quality of this recreational opportunity.

There is an extensive network of trails in Bolton, adding to the recreational attraction of the town to residents and visitors alike. The trails which extend past the town's borders are significant recreational destinations for avid hikers and backpackers. These trails include:

- The Catamount Trail which is a winter use only trail open to the public for skiing and snowshoeing that follows remote wilderness routes, groomed cross-country ski

trails, snowmobile trails, and old logging roads and includes sections appropriate for a broad range of skiing and snowshoeing abilities.¹

- The VAST (Vermont Association of Snow Travelers) which was founded almost 40 years ago and is responsible for the organization of the sport, maintaining and grooming trails. Eighty percent of Vermont's trail system is on private land. Snowmobiling is a privilege and is permitted only through the traditional generosity of thousands of property owners. Local clubs obtain landowner permission for trails on private property. All riders in Vermont must belong to VAST and a local club to ride legally in the state. There is a substantial fine for riding without a TMA. VAST trails are for winter use only! Permission to use snowmobile trails does not extend to use of these trails by ATVs, four-wheelers, motor or mountain bikes, hiking or other uses, unless specifically authorized. A VAST trail is a trail only during the snow season; any other use will be considered trespassing.²
- The Long Trail was built by the Green Mountain Club between 1910 and 1930 and is the oldest long-distance trail in the United States. The Long Trail follows the main ridge of the Green Mountains from the Massachusetts-Vermont line to the Canadian border as it crosses Vermont's highest peaks. The trail is 270-miles long with 175 miles of side trails and nearly 70 primitive shelters.³
- The purpose of the Cross Vermont Trail Association, Inc. is to assist municipalities, recreation groups, and landowners in the creation and management of a four-season, multi-use trail across the state of Vermont for public recreation, alternative transportation, and awareness of our natural and cultural heritage. The trail will run from Vermont's western border on Lake Champlain to its eastern border in the Village of Wells River on the Connecticut River.⁴

While the attractive rural and recreational character of Bolton's landscape is important as the basis for much of the town's economy, the very elements which account for Bolton's natural beauty also impose limitations on development. A large amount of land adjacent to the Winooski River is categorized as flood plain. The town's mountainous topography creates significant limitations on development due to the extreme slopes and soil conditions found in many areas. In fact, very little of the town has soils suitable for on-site sewage disposal. Maps available at the Bolton Town Office provide more detail on these slope and soil conditions. Certain extensive pockets of gravel soils are important enough to be considered by the town for purchase to ensure supplies of road gravel.

Deer yards are present in Bolton and change every year depending on the snowfall or changes in land use by humans. These areas serve as important winter survival areas for

¹The Catamount Trail. <http://www.catamounttrail.org/The%20Trail/fTrail.html> Accessed 10/4/06

² The VAST Trail. http://www.vtvast.org/VAST_What_is.php Accessed 10/4/06

³ Green Mountain Club: The Long Trail. <http://www.greenmountainclub.org/page.php?id=2> Accessed 10/4/06

⁴The Cross Vermont Trail. http://www.crossvermont.org/About_Us/index.php Accessed 1/17/07

deer with the main component being fir trees that catch the snow, creating a safe, warm space for the animals to over-winter. According to the Vermont Fish and Wildlife Department, only about 7-8% of Vermont forests serve as deer-wintering areas. Proposed developments in fir forests need to be planned accordingly to minimize impact and site walks should include searching for the presence of deer yards and a discussion of how to prevent disturbance. As these yards change with each year, it is important to retain large amounts of undeveloped land to provide plenty of habitat for a variety of species, especially those which have limited options, such as the availability of deer yards.

Another topic of concern is the protection of the Bicknell's Thrush and its habitat within Bolton. The bird is considered to be of special concern to the Scientific Advisory Group on Birds of the Vermont Endangered Species Committee. According to the Vermont Fish and Wildlife Department, the Thrush's habitat is mainly forested high elevation areas, above 3,000 feet. This type of habitat naturally exists in Bolton and can be further encouraged by allowing fir trees to grow along the edge of downhill ski trails. The success of this species depends on the availability of undeveloped, high elevation, forested areas.

Wetlands are an important ecological aspect of a landscape as they purify waters as well as provide vital habitat to a variety of plant and animal species. In some cases, wetlands are part of a recreation area popular for hikers, birders, photographers, and possibly bikers. Bolton has a wide variety of wetlands within its municipal borders which are predominately related to the surface waters of Preston, Duck, Joiner, Pinneo, Mill, and Gleason Brooks along with the Winooski River. The larger wetlands are found in the northwestern part of town, near the Duck and Mill Brooks. The importance of these wetlands can be linked to Bolton's extensive tracts of undeveloped land as well as to the growing recreational industry. A local inventory of Bolton's wetlands needs to be created.

Recently, a regional ecological project was partially conducted in Bolton, working to identify important ecological areas between Burlington and Montpelier in the uplands areas. The Chittenden County Uplands Conservation Project (CCUCP) is a collaboration of many different organizations and state agencies including The Nature Conservancy, The Vermont Land Trust, the Jericho-Underhill Land Trust, the Richmond Land Trust, the Green Mountain Club, the Catamount Trail Association, the Chittenden County forester, local land owners, and the Bolton Conservation Commission. This project's mission is, "To conserve the ecological integrity and rural character and working landscape of the northeastern uplands of Chittenden County, an intact landscape of alpine, montane foothill, and valley habitats within a rich assemblage of landforms extending from the west flank of Mount Mansfield's summit ridge to the floodplains of the Winooski River."⁵ CCUCP's work has focused on identifying ecologically important lands, building an inventory of these lands, and preparing for potential future conservation. Bolton's role in this endeavor could be critical as this area of land is located between two preserved areas, Mount Mansfield State Forest and Camel's Hump State Park. The chance of preserving such an area is an excellent opportunity, and challenge, for the town of Bolton.

⁵ CCUCP Project Overview, provided by Bob Heiser, Vermont Land Trust. 10/10/06

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Another project that was conducted in Bolton was the preservation of Preston Pond. Town acquisition of the 403 acre Preston Pond property for multi-use recreation such as hiking, snowmobiling & hunting provides the town with a significant resource requiring careful management & planning by Bolton's Conservation and Planning Commissions. The Vermont Land Trust holds a permanent easement on the land which does not allow for any type of development to occur on the property. Projects such as this one should be encouraged and sought out by both Commissions for the future.

The Town recognizes that products of the land, wind energy, and stone and minerals under the land, as well as the beauty of our landscapes, are the principle natural resources of Vermont and of the Town of Bolton. Preservation and encouragement of agriculture, conservation and recreational opportunities, wise use and protection of the beauty of the landscape and the quality of the environment are matters of public good. To this end, the Town created a Conservation Commission to advise the Planning Commission on natural resource issues and to support the Development Review Board's consideration of natural resource issues in development review procedures. In addition, Bolton voters created a Conservation Fund designed to help with acquisition of land, conservation easements and other implementation tools to protect the Town's natural resources. The Conservation Commission's first project, the protection of Preston Pond, the preparation of a conservation plan for the property and trail improvements is an excellent example of their work.

3.2 Natural Resources Goals

The natural resources goals of the Town of Bolton for the period 2006 to 2011 shall be to:

- a. Maintain, restore and conserve habitats and natural communities that support rare, threatened and endangered species.
- b. Manage the rare and irreplaceable natural areas in Bolton so as to minimize the adverse effects of development and to ensure that they are available for all Bolton residents and visitors to enjoy in perpetuity.
- c. Ensure that the existing health ordinance is enforced to maintain protection of both surface and groundwater supplies.
- d. Ensure that permits issued for development near sensitive areas, such as steep slopes, high elevations, wetlands, scenic vistas and wildlife habitats, contain conditions assuring conformance to the goals set forth in this plan.
- e. Emphasize the protection of the scenic and recreational quality of the mountains, forests and other natural resources as a priority in Bolton.
- f. Develop a plan that depicts existing and proposed hiking, biking, snowmobile, and cross country skiing trails, ice and rock climbing areas as well as locations suitable for hunting and other outdoor recreation.

- g. Maintain, protect, and improve existing recreational trails as well as develop new recreational trails on town land and on private land through the use of easements and agreements.
- h. Protect vital wildlife corridors from development that would interrupt movement of deer, bear, moose and other species within necessary habitat areas.
- i. The Conservation Commission should work with the Planning Commission to continue the process of identifying the Town's land conservation priorities, and to the degree possible, link them to broader regional conservation work such as the Chittenden County Uplands Conservation Project.
- j. The Conservation Commission shall also be an active participant in the local management plans for Bolton's Natural Areas.

3.3 Policies

- a. Include the following in Bolton Town bylaws that implement this plan:
 - Encourage and maintain naturally vegetated shorelines, buffers and setbacks for all rivers, ponds and streams.
 - Allow higher density or cluster development in existing and designated settlement areas and low density development in the remaining areas.
 - Protect sensitive habitat and water resources with strict regulations governing land at elevations above 1500 feet, and especially above 2500 feet.
 - Reduce flood hazard and repetitive road and driveway washout, through strict regulations governing development on steep slopes (15% slope) and prohibiting development on slopes of 25% or more, and through investigation of the impact of stormwater run off on flood hazards.
- b. Identify and manage pollution, flooding and fluvial erosion hazards along rivers and streams, especially Duck Brook and Joiner Brook, with first priority to portions of Joiner Brook upstream of the Smilie School.
- c. Identify and encourage sustainable forestry and agricultural practices.
- d. Cooperate with environmental and recreational groups, including, but not limited to, the Green Mountain Club (the Long Trail), the Vermont Association of Snow Travelers (VAST), the Catamount Trail Association (the Catamount Trail), Climbing Resource Access Group – Vermont (CRAG-VT) and local landowners to

ensure continued access to and use of Bolton's extensive network of recreational trails, and other lands for other recreational purposes.

- e. Assign to the Conservation Commission responsibility for development and maintenance of a recreational trail network in Bolton, especially through the organization of volunteer labor. This responsibility also includes respecting and protecting the location of endangered species.
- f. Build the Town's Conservation Fund to enable development and maintenance of a recreational trail network.
- g. Protect the condition of recreational trails and reduce erosion problems by enforcing town rules governing unauthorized use by all-terrain vehicles.
- h. Evaluate the impact of new development on wildlife corridors and, if necessary, ensure adequate buffers to allow wildlife free movement within and between habitat areas.
- i. Facilitate the continuation of the trail network in Bolton by considering awarding density bonuses if a private land owner allows for a permanent easement to be granted for the continuation of a trail.

Section 4. TRANSPORTATION PLAN

4.1 Current Conditions

The existing transportation facilities in Bolton include 31.96 miles of roads (See Map 3, “Transportation, Utilities and Facilities). Though Interstate I-89 runs through Bolton, the absence of an exit means that U.S. Route 2 is the major artery serving the town directly. There are 8.6 miles of Class 2 and 12.0 miles of Class 3 town roads of varying paved and unpaved surfaces with stretches of steep slopes, sharp turns and narrow roadbeds. The remaining 11.36 miles of road are state maintained highways.

Extensive maintenance such as grading, brush cutting and drainage maintenance is necessary to keep town roads passable throughout the year. The frequency and extent of this work is such that more than half of the town’s General Fund expenditures in the past decade have been spent on maintenance of roads. No significant reduction in this expenditure is foreseen in the next five years. In addition, the Agency of Transportation has not funded any paving work in Bolton for the past three years, further complicating our maintenance needs. On the other hand, the State of Vermont has provided annual funds to help support upkeep on unpaved Class 2 and Class 3 roads. The amount of state aid for Bolton in 2005 is shown in Table 4.1 Notch, Stage, Honey Hollow, Duxbury and Bolton Valley Roads are designated as scenic town roads with views of waterways, forested lands and mountain views.

Much of the local traffic is comprised of Bolton residents commuting to and from their work place. Table 4.2 illustrates “Annual Average Daily Traffic” on key town and state roads in Bolton.

**Table 4.1
State Funding for Town of Bolton Roads - 2005**

Town Name	Class 1 Mileage	Class 1 Total	Class 2 Mileage	Class 2 Total	Class 3 Mileage	Class 3 Total	Class 4 Mileage	Total Mileage	Total State Funds
BOLTON	0.000	\$0.00	8.580	\$34,707	12.010	\$17,611	0.300	\$20.89	\$52,319

(Source: Vermont Agency of Transportation)

Table 4.2
List of Public Roads in Bolton - 2006

Class	Road Name
3	BEAVER BROOK FARM RD
3	BLACK FLY HILL
2	BOLTON VALLEY ACCESS RD
3	BOYS CLUB RD
3	CEMETERY RD
3	CURTIS LN
2	DUXBURY RD
3	HONEY HOLLOW RD
3	JACK JUMP LN
3	JOINER BROOK LN
3	LEARY RD
3	MILL BROOK RD
3	MOUNTAIN VIEW DR
2	NASHVILLE RD
3	NOTCH RD
4	PINEO BROOK RD
3	STAGE RD
4	TH 11
3	TH 18
3	THATCHER RD
3	W BOLTON RD
3	WENTWORTH RD

Table 4.3
Annual Average Daily Traffic (AADT) 2002 – 2005

Location	Year	AADT	Truck AADT	Five Axle Truck AADT	Category
BOLTON VALLEY RD. NORTH OF US 2	2005	690	40	0	Class 2
BOLTON VALLEY RD. NORTH OF US 2	2003	1000	N/A	N/A	Class 2
HONEY HOLLOW RD SOUTH OF DUXBURY RD	2005	40	0	0	Class 3
US 2 WEST OF BOLTON/WATERBURY T/L	2004	2500	200	10	State Highway
US 2 WEST OF BOLTON/WATERBURY T/L	2002	2100	90	10	State Highway
RIVER RD. WEST OF BOLTON/DUXBURY T/L	2004	160	10	N/A	
RIVER RD. WEST OF BOLTON/DUXBURY T/L	2002	340	10	0	
STAGE RD. SOUTH OF NOTCH RD.	2004	290	10	0	Class 3
SOUTH RIVER RD. WEST OF HONEY HOLLOW RD.	2003	340	N/A	N/A	
US 2 EAST OF NOTCH RD.	2002	2500	110	N/A	State Highway

(Source: Chittenden County Metropolitan Planning Organization. **Note: average annual daily traffic data is based on actual traffic counts using “tube counters” in the roadway.**)

As proposed development increases in Bolton, and specifically at or near Bolton Valley, the amount of seasonal, residential, and construction-related traffic on town roads will also grow, imposing more wear and tear on road surfaces, increasing the cost of maintenance and repair and opportunities for congestion at key intersections and creating heightened concerns for safety.

The condition of the town’s Class 3 roads (Class 3 are generally unpaved gravel roads) has improved in the past five years. The town has added additional gravel to the road surfaces and has installed larger drainage culverts. These efforts have improved the condition of Class 3 roads, but as recent years have shown, town roads such as Honey Hollow Road,

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Duxbury Road, Notch Road, Stage Road, and Mill Brook Road are still subject to washout in heavy storms or rapid thaws.

The Chittenden County Metropolitan Planning Organization (CCMPO) maintains a Transportation Improvement Program (TIP) that lists projects the Vermont Agency of Transportation will undertake within the next five years. As of August 2005, there is only one Bolton project in the TIP, the completion of the I-89 bridge rehabilitation currently underway.

A rail line transects Bolton, creating opportunities for a local stop as well as increasing noise and dangerous situations. The tracks have limited private crossings and inhibit safe access to riverside town land that could be used for recreation. These safety issues must be addressed before we move forward to create accessible land for public use. Bolton does not have existing bicycle/pedestrian facilities. The rail line creates an obstacle as recreation paths near the river are not possible due to the lack of safe and convenient RR crossing locations.

The CCMPO is also responsible for long-range transportation planning in Chittenden County. Under federal guidelines the CCMPO produces a long-range transportation plan, the Metropolitan Transportation Plan or "MTP", that looks twenty years into the future listing needed transportation improvements in the county. The 2025 MTP lists the following projects for Bolton:

- a. Several on-road bicycle/pedestrian facilities as part of the Regional Bicycle and Pedestrian plan completed in 2003. Locations proposed for on-road facilities (typically wide shoulders) include Bolton Valley Access Road, Duxbury Road, and US 2. The MTP recommends implementing these on-road facilities as maintenance or reconstruction work is done on these roads to make the improvements more cost-effective.
- b. The MTP includes a recommendation for the return of regional commuter rail service, including service to Washington County. This would include a station in Bolton. While this action is included in the MTP, there are no immediate plans to implement new passenger rail service.
- c. The MTP recommends concentrating development into higher density, mixed uses as the single most important contribution to better transportation operations in the future.

A detailed study of a new I-89 interchange in Bolton near the Bolton Valley Access Road was completed within the past ten years; however, it is not included among the MTP recommendations and there are no active plans to pursue this project. In the future, this issue must be revisited by the town of Bolton to assess the necessity of this project.

4.2 Transportation Goals

To best serve residents and visitors, the Town of Bolton establishes the following goals that should be implemented by the Selectboard or through Town bylaws, ordinances and policies:

- a. Maintain safe operating conditions on the present system of town roads through design to keep traffic at appropriate speeds and timely maintenance, including consideration of additional paving (though only on portions of roads prone to damage) should state funding become available.
- b. Protect existing town roads from flood damage and uncontrolled storm water runoff.
 1. Town land use regulations shall require adequate and specific storm water management practices and plans that maintain natural drainage patterns and/or follow state-recommended design standards & practices.
 2. Consider increasing culvert size and bridge protections as town resources allow.
- c. Preserve the capacity of town roads and maintain adequate traffic flows and safety.
 1. Town land use regulations shall ensure safety and prevent congestion or increased delays.
 2. New private roads proposed to serve subdivisions or commercial activities shall be designed consistent with state standards in force at the time an application is submitted for local zoning or subdivision permits.
 3. New private roads, driveways and rights-of-way shall be designed to ensure adequate access for emergency vehicles.
- d. Support eventual public transit
 1. Town land use regulations should enable permit conditions that would prepare for such operations with bus “pull-outs” and other design features.
 2. Work with the Agency of Transportation and the CCMPO to encourage commuter rail service such as the route between Montpelier & Essex Junction.
- e. Seek ways to expand car-pooling and alternative modes of transportation.

1. Work with the Agency of Transportation and the CCMPO to locate and build park and ride facilities, for example near the intersection of Bolton Valley Road and Route 2.
 2. Work with the Agency of Transportation and the CCMPO to develop a plan for bike lanes to be created along existing roads.
- f. Review the classification of existing town roads to determine if some can be downgraded from Class 3 to Class 4 trails as appropriate to land uses they serve.
- g. Continue the existing Town practice of not accepting new, privately built roads to town ownership and maintenance.
- h. Support the road maintenance crew through Town-provided training sessions.
- i. Ensure that owners and managers of recreational areas provide and maintain adequate and safe parking facilities.
- j. Investigate long term access opportunities to gravel and sand deposits for future road maintenance use.

Section 5. UTILITIES AND FACILITIES PLAN

5.1 Introduction

Given its small and dispersed population base, Bolton has only four town-owned public facilities, the town office, the town garage, fire station, and the Smilie School (see Map 4, “Water Source Protection”). As the town grows, and especially to encourage the desired land use pattern set forth in the Chapter II of this plan for the village area on Rt.2, it will be necessary to re-assess the need for, and the capacity to support, public infrastructure.

5.2 Current Conditions

The current town office provides space for two full-time employees and one part-time zoning administrator. This space is inadequate for the Town Clerk’s needs, especially for secure retention of town records in fire resistant storage facilities. The current town garage meets the need of the Highway Department.

Many town boards are dependent on volunteers to conduct the functions of everything from fire fighting to town planning. This aspect of Bolton is important as the town will need more assistance as the town grows and changes over time. A strong volunteer base is necessary to keep the basic town functions running smoothly.

Smilie School is the town’s elementary school. In addition to its educational role (discussed in Chapter V on Educational Facilities), the school serves as the town’s only facility suitable for public meetings and hearings, including the March Town Meeting and public hearings of the Development Review Board or the Planning Commission. It serves as the town’s emergency shelter in case disaster forces residents from their homes. In these roles, the school is an adequate facility for the near future and is managed by the Emergency Operations Plan and the All-Hazards Mitigation Plan.

Bolton does not have a library aside from the one located in the Smilie Elementary School; instead residents use the libraries in the surrounding municipalities. There is no current plan to build a local library.

The fire station, built in 1978 is adequate for current department needs for truck parking and equipment storage. As with any rural fire department, access to reliable water sources for tankers is a critical issue. Such water access in Bolton is now limited to Pineo Brook, Joiner Brook and Duck Brook located off Rt.2. This underlines the need for all new development, especially if it is multi-unit residential development, to provide for infrastructure such as fire ponds and dry hydrants, or access to snow making ponds at the Bolton Valley Resort. Another difficult fire access area is Bolton Valley Access Road. Due to the steepness of the road, and the slow response time of water trucks driving up the hill, there needs to be an alternative option so that fires on the mountain are able to be addressed quickly.

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The Town of Bolton is a member of the Chittenden County Solid Waste District that provides a multi-town solution for disposal of solid waste. The District is engaged in a planning process that will address this needed service into the near and mid-term future.

There are no town-owned water supplies or wastewater disposal facilities. In the long-term, it may be necessary for the town to evaluate the need for public sewer service to implement planned village development on Route 2. There are currently community water supplies and wastewater disposal systems serving Bolton Valley, the Country Club Condominiums and Fernwood Manor. Protection of community water supplies, through enforcement of development density requirements in water source protection areas, is a critical element in the town's land use regulations because most town residents rely on on-site water supplies and wastewater disposal systems (See Map 4, "Water Source Protection").

There are currently two communications towers in Bolton for radio and cell phone transmissions, one located on Ricker Mountain and the other on Robbins Mountain. In order to prevent the proliferation of such towers in Bolton, and to preserve its scenic corridors, the town has designated these two areas as the location of any expansion of wireless communications facilities.

The Town of Bolton does not have its own police or rescue services. The Vermont State Police provide coverage under contract to the town. Richmond Rescue provides emergency medical and ambulance service based on an annual appropriation of town funds and a "per-call" assessment for service.

5.3 Utilities and Facilities Goals

The utilities and facilities goals for the Town of Bolton for the period 2006 to 2011 shall be to:

- a. Maintain current relationships with the Vermont State Police and Richmond Rescue for police and emergency medical services respectively.
- b. Promote Neighborhood/Community Watch to provide a basic level of local crime prevention.
- c. Identify effective locations for tanker truck access to water in portions of town that currently do not have adequate supplies. The Bolton Valley Fire Department and Planning Commission shall be responsible for this task.
- d. Restrict new or expanded wireless communications facilities to locations currently used for such purposes on Ricker Mountain and on Robbins Mountain. The Town's Zoning Bylaw shall provide specific regulations, to the extent enabled by state law, to guide such development. Other sites can be added only if they are needed to provide access to areas which currently do not have any reception.

- e. Promote high-speed internet access throughout town to assist and encourage local businesses to reside in Bolton.
- f. Identify an aquifer suitable for a community water supply to be developed for future generations and take steps in the Zoning Bylaw to protect it from potential contamination or depletion.
- g. Ensure adequate provision of water sources for fire suppression by requiring dry hydrants, fire ponds, water storage at Bolton Valley, or other measures as conditions on town land use permits where appropriate. The Development Review Board will work with developers and property owners on this task.

Section 6. EDUCATIONAL FACILITIES

6.1 Current Conditions

The Smilie Memorial Elementary School, which is located off Route 2 near the intersection of Bolton Valley Road, houses grades PreK to 4.

Middle school students, grades 5 to 8, attend Camels Hump Middle School in Richmond, while high school students grade 9 to 12 attend Mount Mansfield Union High School in Jericho. Bolton is one of five towns (the others are Huntington, Jericho, Richmond and Underhill) in the Chittenden East Supervisory Union, which provides administrative services for all nine schools in the Supervisory Union.

The addition of five classrooms and a gym to the Smilie School in 1999 enabled Bolton to end tuitioning West Bolton students to a Jericho school in 2002. The current physical plant is adequate to serve current enrollments and can accommodate up to 120 students. Future demands on the facility could be influenced by the final pace and scale of build out of various housing projects in the planning stage for the areas around the Bolton Valley Resort and along Route 2.

Changes to the state's aid to local education programs reward schools with enrollments consistent with the capacity of their facilities because of the "per-pupil" basis for determining the level of aid. On the other hand, schools with enrollments below the capacity of their facilities could receive state aid that does not adequately address fixed costs, such as a library, gymnasium, heat, light, insurance, administrative staff, etc. that must be covered regardless of enrollment. Bolton residents have indicated a strong interest in maintaining current class size. The challenge for the town will be to achieve its educational goals while also balancing the need for adequate state funding assistance.

The current state aid program does not provide strong support for construction of new educational facilities. Therefore, Vermont towns must balance carefully the rewards of full enrollment with the potential cost impacts of over enrollment requiring new additions or buildings.

Recent trends in Bolton's school enrollments are illustrated in Table 6.1. Although the number of school-age children has been relatively stable, increased pressure for residential development associated with conditions in the Chittenden County housing market could change the trend to consistent growth. In light of this potential, the Bolton Development Review Board, working with the Bolton School Board and the Supervisory Union, should carefully evaluate the potential impact individual development projects could have on school enrollments. Both the Development Review Board and educational authorities should participate in Act 250 permit application reviews by providing testimony under Criterion 6 for residential projects. There are no restrictions enforced by the Vermont Department of Education that would limit the potential expansion of the Smilie School. If enrollments increase to above the current allowable limit, there is the potential to expand the building if it is structurally possible.

Table 6.1

Chittenden East Supervisory Union Enrollment Information

School	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007
CHMS	537	502	456	441	419	419	420
MMU	990	993	1034	1069	1071	1046	997
Smilie	77	93	102	95	98	87	94
Tuition to Jericho Elementary School for Bolton Children	4 @ \$6700 each*	3 @ \$6800 each*	0 (Tuitioning ends)	0	0	0	0

*These were the last two years of a three year phasing-out process.
(Source: U.S. Census and Chittenden East Supervisory Union)

The Smilie School is a significant community resource that has many other uses when classes are not in session. For example, it is used for Town Meeting, community events, recreational opportunities, senior lunches and as a community computer lab. It also has the potential to serve as a shelter to residents in case of disaster that forces them from their homes. The School’s location is well known within the town. The school building has large spaces such as the gymnasium that can be used for sleeping accommodations, kitchens to prepare meals and bathrooms that can accommodate large numbers of people. Such use will require the addition of generators and/or generator hookups at the school. There may be other such uses that do not interfere with the building’s primary purpose, but that would also serve other town needs. Town officials and the School Board should consider such opportunities to maximize the community’s investment in this facility.

6.2 Childcare

While school is an essential part of a child’s development, the time many families have to spend at work prevents them from being available immediately after or before school hours. This is further demonstrated with children too young for school. Families need affordable, high quality, and convenient child care options in order to allow adults to participate in their jobs while providing a safe and active place for their children to stay. According to research conducted by Child Care Resource (CCR) in 2005, child care in Bolton consists of: two child care centers, the Lund Family Center and Honey Bear Child Care; three family care facilities; and a before- and after-school program at Smilie School. CCR’s research showed that 74% of children between the ages of 0-12 had all parents in the labor force. While this high percentage does not mean that all families need child care services provided by non-family members, it does indicate that a high number of families may be using, or searching for, child care facilities.

Smilie School is the host of the YMCA’s Live Y’ers program, starting in the fall of 2006, which provides after-school care and activities for school-aged children. Having after-school programs is one way to help support the community and address the childcare issue of supervision of school-aged children. The town needs to support and create resources

available for residents who have, or are expecting, children who are not in school and need full- or part-day services. Children are Bolton's future and their health and well-being are essential to a balanced community. It is important to have a diverse choice of child care facilities for residents which meet the needs of the community and allow for adults to participate in the local economy as they see fit. High quality child care impacts the local economy by allowing a job source for workers and an opportunity for residents to attend work, but more importantly, child care assists in the development of Bolton's next generation.

6.3 Educational and Childcare Goals:

- a. Residential growth in the Town of Bolton shall not impose an undue adverse impact on the Smilie School by causing overcrowding beyond the building's current capacity.
- b. Educational facilities in the Town of Bolton shall be located on RT 2 with safe access from that state road.
- c. The School Board should work with the Selectboard and the Bolton Volunteer Fire Department to ensure that the necessary equipment exists at the Smilie School for its use as an emergency shelter.
- d. Include questions regarding child care issues in the next community survey or town meeting to better understand the needs of families and the availability of child care services in Bolton.
- e. Identify obstacles to child care facilities in zoning ordinances and update these regulations to encourage child care centers to establish their businesses in Bolton.
- f. Coordinate with and support surrounding municipalities that host child care facilities used by Bolton residents to ensure that residents have access to high quality and affordable child care. Actively work together with these municipalities to encourage well-placed child care centers to serve families in multiple municipalities.

Section 7. ENERGY

The use of energy, both by the Town and its residents, has direct impact on the nature and extent of the town's future development, and thus should be considered in this plan.

7.1 Current Conditions

In the Village District, there is a bulk propane gas distribution facility as well as one retail gasoline dealer. There are no electric generation facilities in Bolton. Two electric power distribution lines cross Bolton in the Winooski Valley; a 33KV line owned by Green Mountain Power Corporation, and a 115KV line owned by the Vermont Electric Power Corporation. Green Mountain Power and the Vermont Electric Cooperative provide electrical service to Bolton residents and businesses with substations located on Green Mountain Drive. A problem for the part of the community served by VELCO is that their electrical rates are significantly higher than other major utilities in the state. As power companies update their power lines, Bolton would like to see them buried as opposed to being strung between poles. This arrangement will have to be considered as the companies are conducting maintenance work and in coordination with the town.

There is currently a sufficient, though increasingly expensive, supply of electricity, propane, diesel and gasoline fuels in the community. There are alternative energy sources that Bolton could use, for example, windpower is a renewable energy source which does not currently but could supplement the Town's energy needs. This option is especially pertinent to Bolton due to some areas of high wind speeds in the eastern part of town and will be considered seriously as an energy source in the near future. Many homes in Bolton use wood to heat their homes, yet the number of homes and amount used is currently unknown. In order to keep wood fuel as a renewable energy option, Bolton will take into consideration the amount of woodlot land needed to supply residents with fuel. This may be in the form of encouraging local forestry operations or encouraging more efficient wood stoves and proper use.

The steady increase in the cost of petroleum fuels may create an issue for the town within the five year life-span of this plan. For example, the cost of heating town buildings, including the school, and the cost of fuel for town-owned vehicles and contracted vehicle services such as school buses, could continue to increase at a rate that would impact town tax rates. Policies set forth below consider ways in which the town can mitigate such cost increases. End uses are primarily for the operation of buildings using petroleum products (residential, commercial and municipal) and for transportation. Buildings use fuel for space and water heating employing oil and kerosene as the main sources of energy.

Residents, town buildings, and any businesses are expected to use energy efficient heating, cooling, and lighting systems to help reduce the costly impact of energy use. When upgrading systems, machinery, and buildings, the most energy efficient choices should be strongly considered. Vermont Efficiency offers information and guidelines on how to reduce residential and business energy bills through conservation and wise use. Bolton should ensure that residents have access to this information either through the town

newsletter, during public meetings, and in central locations (such as the school or town offices).

7.2 Energy Goals

- a. Conservation – It will be the policy of the Town to encourage energy conservation by:
 1. Taking appropriate steps to reduce energy use in town buildings including, but not limited to, capital improvements to improve insulation and the use of energy efficient heating systems.
 2. Utilizing, to the extent possible, energy efficient equipment and maintaining town vehicles in their most energy efficient operating condition.
 3. Encouraging building owners to have energy audits done by specialists of building performance to identify effective energy conservation measures.
 4. Require that the town strongly consider the most energy efficient options when replacing or upgrading heating, cooling, lighting, and water systems or building materials when building new buildings.
- b. Renewable Sources – It is the policy of the Town to study, promote, encourage, and support the development and use of renewable energy sources including, but not limited to, solar, wind, local small scale hydro by:
 1. Providing, through the Town’s bylaws, incentives and protection to encourage the use of renewable energy sources.
 2. Discouraging development that impedes use of solar, wind or hydroelectric energy sources for domestic use.
 3. Employing, to the extent appropriate, renewable energy sources for Town-owned buildings and vehicles.
- c. Transportation - There are a number of actions that local government can take to reduce the demand for energy used for transportation. Some have to do with land use patterns while others focus on travel patterns. It is the policy of the Town of Bolton to:
 1. Encourage the use of multiple occupancy vehicles. The Town should consider creating park & ride lots near the village center to facilitate vehicle pooling by commuters, and working for better access to public

transportation through the Chittenden County Metropolitan Planning Organization.

2. Support widening of town and state roads to provide adequate room for a bike lane where appropriate.
- d. Land Uses – There are also a number of ways in which the Town’s land use policies can encourage energy conservation and the use of renewable sources. It will be the policy of the Town of Bolton to:
1. Encourage an overall land use pattern featuring compact settlements that reduce necessary vehicular trip lengths. For example, concentrating residential development near the school and village center, or Bolton Valley residential development close to facilities and attractions, can reduce the need for vehicular travel.
 2. Encourage higher density and mixed use development through use of Planned Unit Developments and other appropriate provisions in the Town’s zoning bylaw and other regulations.
 3. Encourage increased pedestrian and bicycle trips by redesigning roads for mixed use.

Section 8. HOUSING

8.1 Introduction

To understand the future need for housing in Bolton, it is necessary to review current and projected conditions in the Chittenden County housing market as well as the local trends. Trends and changes in the components of that market directly impact the price, affordability and availability of housing in Bolton, and thus require explanation if the Town’s housing goals and policies are to make sense. This Section begins with a description of the current supply of housing in Chittenden County and in Bolton, and recent trends in supply and demand. It then reviews the Chittenden County Regional Planning Commission’s recommended 2010 housing targets for the town, and finally, states the Town of Bolton’s housing goals.

8.2 Current Conditions

Chittenden County contains almost one-fourth of Vermont’s population and households. Over half the county’s households are family households and one-fourth of its households are single person households.

**Table 8-1
2000 POPULATION & HOUSEHOLDS**

	Chittenden County	Bolton	Bolton as a % of Chittenden County
Population	146,571	971	0.7%
Persons 65+ Years Old	13,780	58	0.4%
Non-institutionalized Persons with a Disability	18,331	113	0.6%
Households	56,452	368	0.7%
Family Households	35,168	260	0.7%
Single-Person Households	14,732	71	0.5%

SOURCE: U.S. Census Bureau, Census 2000, Tables DP-1 & DP-2.

In 2000, less than two percent of the county’s year-round housing units were not occupied, which was less than one-half of the state’s average vacancy rate. Owner-occupied housing represents about two-thirds of the Chittenden County’s occupied units, while renter occupied accounts for the other third. The most common type of housing both in Chittenden County and in Bolton is the single family detached home.

Table 8-2
2000 HOUSING TYPES*

Housing Type (Units in Structure)	Chittenden County		Bolton	
	Number	%	Number	%
Single Unit Detached	32,847	55.8	273	66.3%
Attached	4,005	6.8	32	7.8%
Mobile Home	2,644	4.5	68	16.5%
2 Units	4,968	8.4	9	2.2%
3-4 Units	5,242	8.9	9	2.2%
5-9 Units	4,663	7.9	21	5.1%
10-19 Units	1,506	2.6	0	0.0%
20+ Units	2,980	5.1	0	0.0%

* Includes seasonal, recreational or occasional use units (Chittenden County = 1,291; Bolton = 31).
SOURCE: U.S. Census Bureau, Census 2000, and Summary File 3.

When the growth in the number of occupied units exceeds the growth in the number of total units, true in both Chittenden County and in Bolton from 1990 to 2000, it is evidence of a tightening housing market.

Despite the growth in its housing supply, Chittenden County experienced even greater growth in the factors affecting the demand for housing. Almost one-third of Vermont's 1990-2000 population growth and over one-fourth of the state's total household growth were in Chittenden County. Employment growth in the County represented over forty percent of the state's total, while increase in the County's per capita income was over one-fifth larger than that of the state as a whole.

Chittenden County's function as an employment center especially affects the county's housing market. In 2000, there were 85 jobs in the county for every 100 people. That is extraordinarily high (in the US in 1999 there were only 41 jobs for every 100 people). Workers seek housing near their places of work. Chittenden County's housing shortage forces workers to seek housing in rural areas such as Bolton, often distant from their places of work, creating shortages and higher housing costs. The gap between supply and demand in Chittenden County translates into a housing crisis characterized by limited housing choices and rapidly increasing housing costs. While Bolton has experienced slow development in the past with 6 new single family units built in both 2004 and 2005, it is expected that growth will increase as prices of homes closer to Burlington become unaffordable to more and more residents. Bolton needs to plan for a potentially significant increase in housing demand and how the town should be prepared to handle such a change.

Growth in Chittenden County's household incomes has not kept pace with these higher housing costs. The "housing wage" in Chittenden County is higher than in Vermont as a whole demonstrated also by the increase in the numbers of home-owning households and renter households in the county that devote in excess of thirty percent of their income to housing costs. While keeping with the character of the town, new developments in Bolton should incorporate a mixed choice of housing sizes to allow for a variety of people to buy or rent. Keeping in mind the different needs of singles, families, couples, the young

population just starting out, and the older population downsizing, the housing stock should allow for a diverse community to exist within the municipal borders.

**Table 8-3
1989 & 1999 HOUSING COST BURDEN***

	HOUSEHOLDS			
	Chittenden County		Bolton	
	Number	Percent	Number	Percent
Owners Who Pay 30.0 to 34.9% of Income				
1989	1,582	7.2%		
1999	2,011	7.5%	7	4.0%
35.0+% of Income				
1989	2,664	12.1%		
1999	3,715	13.8%	33	19.1%
Renters Who Pay 30.0 to 34.9% of Income				
1989	1,392	8.2%		
1999	1,662	8.8%	6	13.0%
35.0+% of Income				
1989	5,516	32.4%		
1999	6,250	33.1%	15	32.6%

*Selected monthly housing ownership costs (or gross rent) as a percentage of household income.

SOURCE: U.S. Census Bureau, Census 2000 Table DP-4; Census 1990 C90STF3A.

8.3 Housing Needs Forecast

In 2003 the CCRPC requested each of the county's nineteen municipalities to designate a representative to a housing targets task force. CCRPC charged the task force with developing principled, realistic and fair approaches to identifying future housing needs for the county and the portions of the county's housing needs that should serve as planning targets for each of the 19 municipalities. The CCRPC endorsed the Task Force's completed recommendations in November 2004.

The Task Force estimated what the countywide housing need would be in 2010, and then developed individual municipal housing targets. There are three components of the municipal targets:

1. Total housing including affordable housing and moderate-income housing.
2. Moderate-income housing (housing that can be afforded by households earning 80 to 120 percent of the Burlington Metropolitan Statistical Area median household income).
3. Affordable housing (units that can be afforded by households earning less than 80 percent of the Burlington Standard Metropolitan Area median household income).

Each target is the suggested 2000-2010 increase in the number of housing units in a community's housing supply. The targets **are not quotas** of the minimum number of

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housing units that the community must meet, **nor** are the targets maximum ceilings on the number of units that should be built in the community. These targets are suggestions intended to help address the housing shortage in Chittenden County.

The CCRPC Task Force targets for the Town of Bolton are that:

- a. 28 total new housing units be added between 2000 and 2010. Records show that Bolton issued seventeen permits for new units between 2001 and 2004. The target of eleven additional units may be achieved by 2010, of which could include
- b. 3 moderate income units and
- c. 3 affordable income units.

8.4 Housing Goals

The housing goals for the Town of Bolton for the period 2006 to 2011 shall be:

- a. That all types of households should have opportunities for safe, affordable housing within the town.
- b. To work with the State of Vermont, the CCRPC, non-profit and for-profit housing developers to ensure that the Town's land use regulations and procedures are fair to production or rehabilitation of all types of housing, and that they do not sacrifice protection of the environment, desired settlement patterns or the overall quality of life.
- c. To provide specific incentives in Town regulations such as density bonuses to encourage planned unit developments and accessory apartments.
- d. To avoid adoption of any regulations or policies that would have the effect of discouraging housing for low and/or moderate-income people, people with special needs, or the elderly.

Section 9. IMPLEMENTATION PROGRAM

On January 5, 2005 the Bolton Selectboard adopted the Land use & Development Regulations for the Town of Bolton in order to implement the goals and objectives set forth in this plan. The Bolton Planning Commission drafted, and the Selectboard adopted, the Regulations according to the procedures called for in 24 V.S.A Chapter 117, the Vermont Municipal and Regional Development Act.

While the preparation and adoption of formal bylaws, regulations and ordinances will facilitate Bolton's desire to guide its future, the Town will also consider appropriate use of the many non-regulatory tools that state agencies and non-profit organizations have developed to assist towns with implementation of their plans. Non-regulatory tools focus on what the community can do to mobilize funding and community efforts to achieve its goals. Such tools include, but are not limited to:

- Instituting and maintaining a Capital Expense Budget and Program based on historic rates of growth to anticipate public expenditures for capital investments, thus stabilizing the Town's fiscal position.
- Creation and/or nomination of historic districts or structures to the National Register of Historic Places to increase interest in historic preservation and attract funding for projects.
- Renovation of historic structures.
- Working with public and private partners to seek "Village Center" designation from the Vermont Downtown program as a way to encourage investment and stimulate positive activity in the village area.
- Working with the Vermont Land Trust or other groups active in land conservation to explore the purchase of development rights and coordinating purchase of land to preserve land that has a clear value to the community.

Consideration of these non-regulatory tools is the responsibility of the Planning Commission, the Conservation Commission and citizens in general.

Section 10. THE HISTORY OF BOLTON

Bolton's early past is steeped in the tradition of the woods, mountains and rivers. The original charter was granted by George III of England and issued to Benning Wentworth, Governor of New Hampshire, on June 7, 1763. This charter called for "carefully preserving white and other pine trees suitable for masts, and paying rental of one ear of Indian corn annually."

According to Frank E. Hartwell, an amateur historian, "there were sixty- six names of grantees mentioned as beneficiaries following the provisions of the charter, all names common today, the only rather unusual name being that of Zebulon Giddens. A few biblical names were scattered throughout the list, but the fanciful and extraordinary names seem to have been reserved for the women of the colonial days, such as Prudence, Patience and Experience, all probably well earned before they passed on to their final reward."

The first meeting of the Bolton grantees was held at the residence of Samuel Canfield in New Milford, Connecticut on May 10, 1770. The first moderator was Partridge Thacher and Samuel Averill was clerk. At this meeting the grantees authorized a survey and levied an assessment to pay for the survey.

The first Bolton Town Meeting was held in September 1770 in Newark, New Jersey at the home of Captain John Robinson. Plans were made to draw for parcels of land by lot. There were seventy- two names including the Church of England, Propagation of the Gospel, two for the Governor, for a school, and First Minister of the Gospel. In fact, very few of the original grantees ever saw their land. In this year, a court in Albany ruled that what is now Vermont actually belonged to New York and that land grants made by New Hampshire were invalid. This resulted in much strife over the next few years, and in his autobiography, Ira Allen mentions hunting New York surveyors in Bolton.

Other general events over the early Colonial years in Bolton include:

- There were several more meetings held in Connecticut in 1773 and 1774 concerning assessments, survey expenses and the auction of lots for nonpayment of assessments.
- According to the Fort Ticonderoga Museum, two men, John Kennedy and John Kennedy Jr. were among the group that crossed Lake Champlain with Ethan Allen on May 10, 1775, to capture Fort Ticonderoga.
- At the close of the Revolutionary War, a Town Meeting was actually held in Sunderland, Vermont. Here they arranged for a survey which was entered into the record on October 21, 1783.
- Land speculation in the form of sales of rights for nonpayment of assessments continued in the 1780's. Governor Chittenden is one of the more famous purchasers.
- Bone Mountain received its name in 1798. A Frenchman named John Bone was scouting in the summer of 1798 and disappeared. Searchers followed his trail, which ended at the edge of a four hundred- foot cliff. At the bottom was his bruised and broken body and the mountain has since been called Bone Mountain.

- The valley of the Winooski, first called the French and then the Onion River, was the main trail between Canada and the Connecticut River towns of Western Massachusetts in the eighteenth century. The French and Indians traveled this route in 1704 on their way to massacre the inhabitants of Deerfield, Massachusetts. The present name is allegedly derived from Abnaki, Winooskituk, meaning "Onion River".
- The first meeting actually held in Bolton was held in July 1800. The first moderator was an actual resident named Francis Joyner, after whom Joiner Brook is named. Jabez Jones was elected clerk and treasurer. At this meeting, the previous survey was declared void and a new one was commissioned.
- The first hostelry in Bolton was the James Moore Tavern. The larger Bishops Hotel replaced this in 1818.

In the spring of 1847, three hundred laborers, mostly Irish immigrants were brought to Bolton to work on the building of the Central Vermont Railroad. The men were quartered in two camps known as Dublin and Cork located on the former Champney farm next to Callahan's in a field near Pineo Brook. The contractor for this division held back on wages on various pretexts until finally the men rioted. A Company of militia came out of Burlington and a good priest talked with the men. The laborers finally returned to their work on the iron ligament, but not long after, the project was abandoned since the men never received their pay. Work was resumed two years later and trains were running in 1849. In total seventeen persons were killed building this division.

The first lumber mill in the Town of Bolton, Colton's Mill, was erected in 1848. It manufactured 200,000 feet of board lumber and 600,000 shingles annually.

According to Frank E. Hartwell, "In July 1852 some ten rods of roadbed was washed out by a cloudburst over Joiner Brook watershed. Giant primeval hemlocks were torn from the banks of the brook and drifted down and a boulder estimated at one hundred tons was found on top of fresh green boughs after the storm and freshet. A Mr. Stone and his groundskeeper saw the situation too late to escape to high ground and spent most of the night in a sycamore tree. But their house stood major damage. Returning towards morning, after the waters abated, Mr. Stone found his jug safe in the kitchen cupboard and reported that he spent the rest of the night with it."

In the 1850's two small villages grew up around the lumbering business, Bolton Village, on the north bank of the Winooski River and West Bolton in the hills of the northwest part of town. When the lumbering business was at its height, there were two stores, two blacksmith shops, a shoemaker, cooper and masons in West Bolton. There were also a number of lumber and shingle mills and shops producing butter tubs, cheese boxes, and furniture. In the village of Bolton there were two steam sawmills where lumber, shingles and spool stock could be purchased as well as a hotel, a store and a carriage maker.

From the 1850's to the 1890's there was a mill located about halfway up the Bolton Access Road between the road and Joiner Brook called the Cobrass Mill. The mill turned out

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wood components for wooden boxes used to ship brass products and was at one time owned by the American Brass Company.

In the late 19th and early 20th centuries, a number of dairy farms were established to utilize lands from which the forests had been cleared. Most of those in West Bolton, along the Notch and Stage Roads, were out of business after the Great Depression. Twenty-eight still existed along the Winooski River Valley in the late 1950's when I-89 was being built. Only two of these still exist.

In the early 1920's, world traveler, forester and surveyor Edward Bryant spent several years searching for peaks in New England with suitable terrain and suitable snowfall. He settled on Bolton Mountain in 1922. Bryant brought in Austrian Otto Sneibs to cut some trails, which may have been the first ski trails cut in Vermont, and formed the First Bolton Ski Club.

The flood of 1927 saw many Bolton laborers lives lost while working on the new cement highway that connected Burlington to Montpelier. This highway was "The Old Turnpike" that did so much to establish the permanency of Vermont. John May and his family were washed away in their home by the overflow of Joiner Brook. The house floated past the Agens farm on the main road. The entire family of five was lost. The Hayes boarding house was also destroyed, killing at least half a dozen people. Out of the eighty-four people who died in Vermont in the flood, 26 were in Bolton.

In 1946, Edward Bryant decided to put up a ski tow and build a fine base lodge. However, he never received financial support, his health failed and he died in 1951. The land went back to being lumbered. Most of that area is now used for cross country and back country skiing.

In 1963 the DesLauriers family purchased 8,000 acres from the Plant and Griffith Lumber Company of Jonesville, including Bryant's original acreage on Bolton Mountain. In the summer of 1965 ten trails and three lifts lines were cut on Ricker Mountain, just to the southeast of Bolton Mountain. Bolton Valley Ski Area opened in 1966. The Timberline area was added in 1985, which increased the number of lifts to six.

In 1976 the Town Clerk moved out of a private residence and into the first office. In 1978, largely due to the efforts of Gardiner Lane, then chairman of the Board of Selectmen, the Bolton Fire Station was opened.

In 1984, Xenophon Wheeler opened the first nine holes of a new golf course in West Bolton. This became an eighteen-hole course in 1991. In 1994, largely due to the efforts of Denny Turpin, then chair of the Selectboard, a new Town Garage for storage and maintenance of road equipment was built. Also, in that year, largely due to Mr. Turpin's efforts, the Selectboard started cooperation with the School Board to acquire land for the expansion of the Smilie School.

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Throughout Bolton's varied history the population of the Town has fluctuated dramatically. It was at its lowest point in 1960 with 273 inhabitants. With the increased activity resulting from Bolton Valley Ski Area, by 1980 it had risen to 711, and by 1990 it was 971. It most recently peaked in 1992 with a population of about 1036 residents (Vermont Health Dept.).

Section 11. COMPATIBILITY OF TOWN PLAN TO NEIGHBORING TOWNS AND TO THE REGIONAL PLAN

11.1 Introduction

Bolton's immediate neighbors include Huntington, Jericho, Richmond and Underhill in Chittenden County, and Waterbury and Duxbury in Washington County.

Bolton residents benefit from close connections to their neighbors. All of Bolton is covered by mutual aid agreements with surrounding towns. For example, West Bolton residents receive primary aid from both Bolton's Volunteer Fire Company and the Jericho Volunteer Fire Company. Richmond Rescue provides emergency medical and rescue services, postal services are located in the surrounding towns of Waterbury, Jonesville, Richmond and Jericho because Bolton has no post office of its own. It is a goal for the town to have a post office located within its borders.

A relatively high percentage of residents commute to other towns for employment purposes, though Bolton Valley resort and related enterprises employ both resident and non-residents. Most of the town, however, retains a rural, non-suburban character. The current town plan and zoning ordinances support continuation of this pattern, encouraging local growth centers in the Village and Resort Village Districts, while also allowing home occupations and existing commercial uses.

11.2 Compatibility with Neighboring Communities.

Underhill: Bolton's entire border with Underhill is located within the boundaries of Camp Ethan Allen, an 11,000 acre military firing range and training site. The Town has no control over land uses within this facility.

Jericho: Approximately one-half of Bolton's border with Jericho also falls within Camp Ethan Allen and is similarly beyond the Town's control. The other half of the border south of Camp Ethan Allen is defined in the *2006 Jericho Comprehensive Town Plan* as "Agricultural", "Conservation" and "Open Space" districts, all compatible with Bolton's designation of lands on their side of the border as "Rural" and "Conservation" areas. The Jericho "Open Space, Scenic Roads and Water Resources Plan", completed in 2003, identifies much of the land near the border as "Medium Priority" currently zoned for rural open space uses. Jericho also designates the border areas as "Core Wildlife Habitat" in their Plan.

Richmond: Bolton shares a long border with the Town of Richmond, most of it within the Winooski River Valley and the Robbins Mountain Wildlife Management Area owned by the State of Vermont. The plans and bylaws of each municipality identify low density rural uses as preferred along the border. Both US RT2 and I-89 wind their way through Bolton and the Green Mountains within the confines of this valley, and provide Bolton's major access to employment and service centers in Chittenden and Washington Counties. Both towns are sensitive to the need for careful planning in the corridor, with Richmond

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identifying much of the land in the corridor as a “Resource Protection Area” in its *2007 Town Plan*.

Huntington: The *2001 Huntington Town Plan* section on Future Land Use identifies lands along its border with Bolton for “Woodland” and “Rural Residential” Uses, both compatible with future land uses Bolton has identified for that area. The two towns also share land that falls within the Camel’s Hump State Forest, which is controlled by the State Department of Forests, Parks and Recreation.

Waterbury: The “Land Use Classification Map” in the 2003 Municipal Plan for the Town & Village of Waterbury identifies current uses in the area along its border with Bolton as Forest Land. The Plan’s Future Land Use section designates this same area as “Agricultural/Forestry/Conservation”. The desired uses for this area are captured clearly in its title; agriculture, forestry, passive recreation and other “land conserving uses”. There is a clear policy statement requiring that ridgelines, hilltops and steep slopes should not be visibly developed. It should be noted that the Plan also specifies these future land uses along RT.2 between Waterbury Village and the Bolton town line.

Waterbury strategies for land use in this area further mirror Bolton’s priorities by stating that Class 4 Roads should remain as Class 4, or downgraded to legal trails, but should not be upgraded to Class 3.

Duxbury: With the exception of a small area along Duxbury Road, the entire border between Duxbury and Bolton lies within Camel’s Hump State Park. The Duxbury town plan identifies the area outside the Park along Duxbury Road as land with “high conservation value”. The Duxbury land use plan specifies that this area lies within their Rural – Agricultural II District. While acknowledging that much of the land lies within the Winooski River flood plain, the Plan stipulates that all land in the district is suitable only for agricultural or other open space uses. This is consistent with Bolton’s intent for land on its side of the border.

11.3 Compatibility with the *2006 Chittenden County Regional Plan*

Bolton’s current and proposed land uses are compatible with those set forth in the *2006 Chittenden County Regional Plan*. Specifically, the regional plan designates the area around Bolton as a “Rural Planning Area” and certain areas within Bolton as “Village Planning Areas”. The *Regional Plan* policy recommends the following for “Rural Planning Areas”:

- Promote the use of land for recreation, conservation, agriculture, silviculture, and other resource-extraction industries through private activities, public land management, and the designation of natural areas.
- Be developed in accordance with local plans and bylaws and cooperative efforts among government agencies, nonprofit organizations, and landowners to retain the character of Vermont’s traditional rural landscape and ensure ecosystem health.
- Encourage residential development to be small-scale and to cluster on small lots so as to aggregate areas of open space.

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- Not provide the same level of services as the other Planning Areas, instead providing most local services for Rural Planning Area residents and agricultural businesses in nearby Village Planning Areas, while other needs will be met by uses in the Metropolitan Planning Areas or Enterprise Planning Areas.
- Have a lower priority for public sewer and water infrastructure investments and programs.

The Regional Plan states the following policy recommendations for “Village Planning Areas”:

- Provide for the commercial, cultural, educational, employment, industrial (when compatible), institutional, and recreational needs of local residents and employers;
- Have a high priority for public sewer and water infrastructure and for transportation investments (including nonmotorized modes) to support future development; and
- Be developed in accordance with local plans and bylaws to allow for higher-density, mixed uses, employing design standards that incorporate alternatives to automotive transportation, ensure the compatibility of nearby land uses and minimize adverse impacts on natural resources and ecosystem health.

These regional plan recommendations are consistent with Bolton’s land use, housing and transportation goals described in Sections 2, 8, and 6 of this Plan.