

NOMINATION PACKAGE AND
CORRIDOR MANAGEMENT PLAN

**Scenic Route 100 Byway –
Expansion of the
Vermont Byway Designation**

FINAL – MARCH 8, 2013

Submitted to:

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State of Vermont
Vermont Byway Council
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Submitted as a collaborative effort by:

Okemo Valley Regional Chamber of Commerce,
Southern Windsor County Regional Planning Commission,
Town of Killington Office of Economic Development and Tourism,
Two Rivers-Ottawaquechee Regional Commission,
Windham Regional Commission,
Green Mountain Valley Business Community,
Mount Snow Valley Chamber of Commerce,
and other members of the Vermont Scenic Route 100 Byway Communities of
Granville, Hancock, Rochester, Stockbridge, Pittsfield, Killington, Bridgewater,
Plymouth, Ludlow, Cavendish, Andover, Weston, Londonderry, Jamaica, Wardsboro,
Stratton, Dover, Wilmington, Whitingham and Stamford.

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Section I: The Vermont Scenic Byway Program and central-southern Vermont

A. The Vermont Scenic Byway Program

A “Vermont Byway” is a highway or other public road that may be associated with other transportation resources that have special scenic, historic, recreational, cultural, archeological and/or natural qualities, and that has been formally designated by the Vermont Transportation Board. The Vermont Byway Program is a part of a larger National Scenic Byway Program created by the U.S. Congress to “identify, designate, and promote scenic byways and to protect and enhance the archeological, cultural, historic, natural, recreational, and scenic qualities of the areas through which these byways pass.” A Vermont Byway can be designated and managed with a focus on any or all of these six qualities. A wide range of road types are included: village streets, country lanes, gravel roads in the Green Mountain National Forest, state roads, and interstate highways. The common thread is that a byway must be a roadway that a community regards as a special resource to be promoted and managed.

The National Scenic Byway Program under the Federal Highway Administration (FHWA) had provided funding opportunities up until recently with the reauthorization of the Moving Ahead for Progress in the 21st Century (MAP 21) bill on July 6, 2012. Under MAP21, the National Scenic Byway Program was eliminated however funding projects could be eligible under the Transportation Alternatives program where the Vermont Agency of Transportation administers.

Legislation was created for developing the National Scenic Byways Program to:

- Assure that Americans know and appreciate scenic, cultural and natural resources;
- Induce economic development in communities and regions;
- Manage and enhance scenic, cultural and natural resources;
- Manage traffic by diverting and channeling tourist traffic; and
- Encourage visitors to come, stay, and travel.

The National Scenic Byway Advisory Committee was established to assist in the development of the national program. This committee determined that for the program to be effective, the following guidelines should apply:

- The byways must be significant in at least one of the six intrinsic value categories: scenic, historic, natural, cultural, recreational, and archaeological.
- A scenic byway program should focus on the recognition, interpretation, maintenance, enhancement, and preservation of the byways’ intrinsic qualities.
- A management plan should be prepared which demonstrates a commitment to preserve and manage identified resources. The expectation is that designation as a byway will increase tourism, create new jobs, and foster economic development. As such, the management plan should have narrative describing proposed marketing efforts.
- Designated Scenic Byways must accommodate 2-wheel drive autos and should ensure safe access for bicycles and pedestrians.

Recognizing the traditional character of the Vermont landscape, the Vermont Byways Program expands upon the National Scenic Byway Program to encourage designated byways that seek to address:

- # The enhancement and conservation of the byway's resources;
- # The strengthening of local economies;
- # Safety for a broad range of users;
- # The interests and concerns of land owners along the byway;
- # The needs of local residents and resource-based industries (farming, logging and mining);
- # Facilities for non-vehicular/ multi-modal use; and
- # Reducing movement conflicts between the "through" driver and the traveler viewing the scenery.

B. Scenic Byway Corridor Management Plans

A Corridor Management Plan (CMP) addresses the long-term objectives and management of the byway, outlines the vision and goals for the byway, and presents strategies to achieve and sustain those goals. Appendix A illustrates what elements are in a good corridor management plan from the Vermont Byway Program Manual. This Vermont Scenic Route 100 CMP aims to correspond to these elements.

C. Theme

The Green Mountains are a key feature of the Green Mountain state. Vermont Route 100 follows the edge of the Green Mountains, where impressive mountains meet serene river valleys, lakes and meadows below. Forest covers a large proportion of the hills and mountains along the Route 100 corridor, providing a wealth of recreational and scenic opportunities throughout the year, particularly during the picturesque fall foliage season. As the rivers wind their way between the hills and mountains they provide incredible vistas from Route 100. Every so often, the rivers give way to lakes and ponds, which provide additional scenic and recreational opportunities in their clear waters. Route 100 also connects several historic village centers, which have their own unique stories to tell.

Against this scenic backdrop, the Route 100 corridor hosts a wealth of recreational opportunities which serve local residents and tourists alike. There is an abundance of trails throughout the forests, valleys and mountains, including sections of the Long Trail, Appalachian Trail, Catamount Trail and VAST network, all of which provide opportunities for hikers, cross country skiers, snowmobilers and mountain bikers. In the winter the mountains are abuzz with some of the best skiing and riding opportunities in the New England at Middlebury College Snow Bowl, Killington, Pico Mountain Resorts, Okemo Mountain, Okemo Valley Nordic Center and Mountain Meadows Nordic and Snowshoe Area, Stratton Resort and Mount Snow. The summer season offers plenty of activities. The Route 100 corridor hosts several popular golf courses, and lakes, ponds and streams which are frequented by boaters, anglers and swimmers. Cyclists enjoy winding roads throughout the Route 100 corridor. Local playgrounds and town greens provide additional opportunities to relax and have fun in the area. The summer season also kicks off with bustling kiosks and farm stands, offering fresh local foods and products.

While the Scenic Route 100 Byway contains resources in all six of the intrinsic qualities categories, it is the scenic and recreational resources that dominate the corridor, making it so attractive and unique to its travelers.

D. Vision

The vast amount of scenic and recreational intrinsic resources along the Byway defines its character, as well as that of the individual communities along the corridor. Additionally, these resources are the cornerstone for the economic well-being of the byway communities, as they play a key role in attracting visitors to the towns, and most of the towns rely on tourism. The vision of the Scenic Route 100 Byway was established based on the importance of these resources to the character of the byway, its individual communities and their economies. The vision is to protect, promote and create awareness of all the intrinsic resources along the Byway, while recognizing the significant role that they play in both the characters and the economic health of the individual byway communities.

E. Byway Efforts in central and southern Vermont

The communities of Addison, Windsor, Rutland, Windham and Bennington County share a desire to promote economic development in a manner that balances economic development and tourism with stewardship of important local resources. The Route 100 corridor will not only fill a Byway void in the state interior along the spine of the Green Mountains, but will also promote linkage to the Mad River Valley, Stone Valley, Molly Stark and the Crossroad of Vermont Byways, thereby encouraging visitation. The Scenic Route 100 Byway will be a fitting complement to the existing surrounding Byways and include a major part of the state not currently represented in the Vermont Byways Program. The theme of this byway is its scenic and recreational resources which draw from the eastern side of the Green Mountains and the river valleys that run alongside.

Section II: Scenic Route 100 Byway Corridor

A. Vermont Route 100 Overview

Vermont Route 100 has been described as one of the most scenic drives in all of New England and is a significant north-south link in the transportation network of Vermont. The corridor, also known as “Skiers Highway” for its skiing and riding opportunities, hosts some of the best outdoor recreation opportunities in Vermont for all seasons up the mountains and in the river valleys. The corridor is punctuated by an abundance of historic and cultural attractions in and near its historic village centers. While hosting a large number of visitors every year, Route 100 also serves the local residents and businesses of the 20 towns from the Granville Gulf to the Massachusetts’s border (excluding Readsboro) and the local region, providing connections between many town roads and to other parts of the regional and state transportation network. As referenced in Pittsfield’s town plan, it is “the arterial nature of this road, combined with its scenic and tourist functions [that] required that the Route 100 corridor be preserved as a safe, attractive, and efficient thoroughfare”

B. Introduction to Towns along the Scenic Route 100 Byway

The designation expansion of VT Route 100 as the Scenic Route 100 Byway will include communities from north to south: the Granville Gulf area, Hancock, Rochester, Stockbridge, Pittsfield, Killington, Bridgewater, Plymouth, Ludlow, Cavendish, Andover, Weston, Londonderry, Jamaica, Wardsboro, Stratton, Dover, Wilmington, Whitingham and Stamford. As a region the towns share many common features, particularly the juxtaposition between the Green Mountain range in the west and the river valleys in the east, which provide a stunning scenic backdrop and a foundation for a wide range of recreational activities. Each town has its own historic and cultural tradition which is centered around its historic villages.

Granville

Governor Thomas Chittenden chartered the Town of Granville on August 2, 1781. Originally called Kingston, the Town's name was changed to Granville in 1833. Historically, Granville's residents were self-sufficient homesteaders living off the land, and many of the Town's buildings reflect the working families of the area. Situated in



the northeastern part of Addison County, Granville is bordered by six other towns: Ripton and Lincoln

to the west, Braintree to the east, Warren and Roxbury to the north, and Hancock to the south. The Town is nestled between the Green Mountain Range to the



west and the Braintree Mountain Range to the east, resting on 33,420 acres of land. The White River flows through the center of Granville and adds to the economic, scenic, and residential values of the area.

Hancock

Named after the Revolutionary Boston patriot and a signer of the Declaration of Independence, John Hancock, the town of Hancock was chartered on July 31, 1781 by Governor Chittenden to



Samuel Wilcox and 129 associates. Nestled in Addison County, Hancock is bounded by four other towns: Rochester to the east, Goshen to the south, Granville to the north, and Ripton to the west. Historically a pristine area that attracted pioneers after the American Revolution, Hancock remains a small, rural community of only 24,000 acres. Philadelphia Peak (3,160ft.), the highest peak in the area, resides in Hancock. Like many small towns, the village center was and remains today a focal point



for the dispersed community where its residents can gather to conduct their civic, economic, and social interactions.

Rochester

Governor Thomas Chittenden granted the Town of Rochester charter on July 30, 1781.



Located in the center of Vermont with over 36,000 acres, Rochester has the largest amount of land in Windsor County and abuts eight towns and three counties. Historically, Rochester was a railroad, agricultural, milling, and mining community; the community takes pride in its independent, self-sufficient nature, with agriculture and forestry continuing to exert a strong influence on Rochester's economy and the day-to-day life styles of many of its residents.

Almost half of the Town acreage is nestled in the Green Mountain National Forest and the Riley Bostwick Wildlife Management area, with the White River running north to south through the Town. Some of the surrounding mountains include Mt. Horrid (2,900 ft.) and the Long Trail in the west, Mt. Cushman (2750 ft.) in the east, and Rochester Mountain (2953 ft.).

Stockbridge

The Town of Stockbridge is located in the northwestern corner of Windsor County,



Vermont and has approximately 28,300 acres. Governor Benning Wentworth granted charter on July 21, 1761 with thirty-one proprietors shares issued to William Dodge and associates. Six other towns border Stockbridge including Barnard to the east, Bridgewater and Sherburne to the south, Bethel and Rochester to the north, and Pittsfield to the west.

Originally, there were two main towns in the Stockbridge area. In 1786, Elais Keyes established a gristmill and a sawmill at "The Narrows", later known as Gaysville. Like so many other Vermont towns powered by the White River, Gaysville flourished as a manufacture center. Stockbridge Town was also a major manufacturing center and had two stores, a school, sawmill, the "Peavine" railroad, and a tannery. The great flood of 1927, however, wiped out the original towns' key businesses and infrastructure and never returned to its former glory. While once a predominantly farming community,

Stockbridge now only has one full-time farm. Even though most of its residents are scattered throughout the area, Stockbridge still has fertile soils, beautiful scenic vistas, and many recreational opportunities in the productive forestlands and water resources.

Pittsfield



Pittsfield was chartered on July 29, 1781 by Thomas Chittenden, then Governor of Vermont. The Town of Pittsfield has one of the smallest physical areas of Vermont's towns and cities, and most of its easily accessible land lies within the narrow valley that is transected by Route 100. The Town of Pittsfield is a triangular shaped community situated in the northeastern corner of Rutland County, comprising an area of about 21 square miles.



The town consists of steep mountains rising to an elevation over 3,200 ft in the west, more gradual but rugged mountains in the east, and interspersed with relatively level valleys and streams in the lower elevations. The Park is a focal point of Pittsfield Village. It consists of a classic well-groomed New England village green complete with hexagonal bandstand, a war memorial, and magnificent assortment of trees.

Killington

Killington was chartered in 1761. In 1800 the town was renamed Sherburne in honor of Colonel Benjamin Sherburne, one of the original charter grantees. While mills and farming established Killington's original character, the current character of Killington as a resort community began in 1937 when Brad and Janet Mead introduced commercial skiing to Sherburne on Pico Mountain.



The resort character and community continued to grow when Preston Leete Smith and the Sherburne Corporation bought the 58-acre Bates farm in 1957 and leased another 3300 acres from the Coolidge State Forest, then developed and opened Killington Basin Ski Area on December 13, 1958.



With the foundation of what would evolve into the largest ski area in the East, Sherburne welcomed new development by building lodges, restaurants and ski outfitters during the 1960s. The 1970s and 1980s were a time of steady growth, especially in second home development. As Killington Resort gained in reputation as the home of world class skiing and snowboarding, there began a movement toward development of a four-season resort community, which continues today. Foliage viewing, hiking, cycling, mountain biking, swimming, golf, tennis, and summer concerts are just a few of the opportunities available outside of the winter season.

At the 1999 Town Meeting, the voters approved changing the name of the Town from Sherburne back to Killington, responding to frequent confusion with the Town of Shelburne. The Town of Killington has been transformed from a farming community into a year-round resort with approximately 1,100 permanent residents and up to 20,000 visitors a day in the winter season.

Bridgewater

The Town of Bridgewater is situated in the central portion of Windsor County, Vermont. It



comprises an area of approximately 28,657 acres or 44.8 square miles. Bridgewater received its Royal Charter from Governor Wentworth on July 10, 1761, along with Hartland and Woodstock. Bridgewater is bounded by seven towns: Barnard and Pomfret to the north; Woodstock to the east; Reading and Plymouth to the south; and Killington and Stockbridge to the west.

Bridgewater is located within two physiographic areas. The major portion of the Town is between the Northern New England Uplands, which rise out of the Connecticut River Valley, and the Green Mountains that rise to the west of Town. This area is known as the Intermountain/Valleys and Foothills Area and is characterized by mountainous terrain, narrow valleys, and a few peaks with elevations over 2,500 feet. A small part of the town, to the east of the ridge formed by

Pinnacle, Montague, and Ohio Hills, is within the Uplands Area and is characterized by a more subdued terrain, where the valleys are less narrow, and the slopes less steep.

The Appalachian Trail crosses from Killington through north of Bridgewater to Barnard and Pomfret. This area is highly valued by local people as a special place for outdoor

activities such as hunting, fishing, hiking, cross-country skiing, and snowmobiling. Bridgewater was the birthplace of Zadock Thompson, naturalist and identifier of the whale bones found by railroad workers near Charlotte, Vermont.

Plymouth

Located on Route 100 & 100A, Plymouth is comprised of two small villages, Plymouth and Plymouth Notch, home of President Calvin Coolidge. Plymouth is a Vermont treasure. Historic Plymouth Notch is carefully preserved. The village church, general store, cheese factory, and community dance hall that served as the 1924 Summer White House office offer visitors a glimpse of a gentler time.



The Town of Plymouth comprises an area of almost 46 square miles. It consists of two physiographic areas separated by the north-south running valley formed by the Black River. To the west of this valley is a section of the Green Mountains, characterized by steep slopes and rugged terrain. To the east are intermountain valleys and low foothills, containing only a few peaks above 2000 feet. More than 90% of the land in Plymouth is devoted to forest use.

As the birthplace of a president, Plymouth Notch became a popular tourist attraction. This small hill town is virtually unchanged since 1923, when in the old family homestead, Vice President Coolidge was sworn in as the 30th President of the United States. The Plymouth Notch Historic District is the second most visited State Historic Site in Vermont (after the Bennington Battle Monument). A National Historic Landmark and listed on the National Register of Historic Places, "Plymouth Notch Historic District" is owned and operated by the Vermont Division for Historic Preservation.

Just down the road is the Coolidge State Forest with seasonal campsites and trails for hiking. In the summer, Camp Plymouth State Park on beautiful Echo Lake has opportunities to swim, rent boats, play horseshoes or volleyball, or take advantage of their extensive playground.



Ludlow

The Town of Ludlow received its charter from Governor Wentworth on September 16, 1761 and the Village was later incorporated in 1867. In the southwestern part of Windsor County, the town is at the crossroads of Route 100 and Route 103, with the Black River running through the center of town and Ludlow Mountain on its western border. Although Ludlow started out as an agricultural community, it became a center for commerce, education and community activity by the late nineteenth century, and with the railroad providing a link to rest of the state and the country, Ludlow's manufacturing industry and textile mills blossomed.



As the market for textile products declined, access to Ludlow improved. This led to ski facilities being developed on Ludlow Mountain (also known as Okemo Mountain), as early as 1956. Since the 1980s, Okemo Mountain Resort has developed into a four season destination which includes alpine

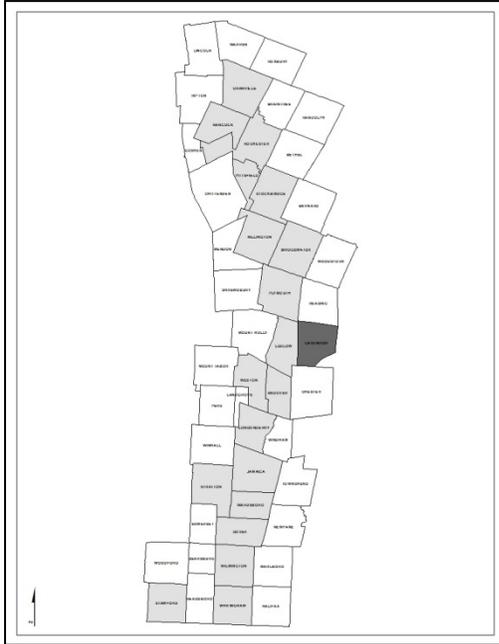
and Nordic skiing facilities and two golf courses. Skier visits have increased significantly from 95,000 skiers in 1982 to 608,000 skiers during the 2008-2009 season.

Over the years, tourism and recreation activities have become more important to Ludlow with Okemo Mountain Resort, Okemo State Forest, Buttermilk Falls Swimming Hole, the Ludlow Lakes District, and Tiny Pond Wildlife Management Area all providing a variety of recreational opportunities. Ludlow also has a variety of cultural and historic resources including the Black River Academy Museum which houses the cultural heritage of the Black River valley area, the Fletcher Farm School for the Arts and Crafts, and the Ludlow Village Historic District which is listed on the National Register of Historic Places.



Cavendish

The charter for Cavendish was issued by New Hampshire on October 12, 1761 and the Town was re-chartered by New York on June 16, 1762. The first settlers in Cavendish arrived in 1769. Salmon Dutton, who came in 1781, founded what is today known as the village of Cavendish, while Leonard Proctor arrived in 1782, developing what is now called the village of Proctorsville. The first highway through Cavendish was the Crown



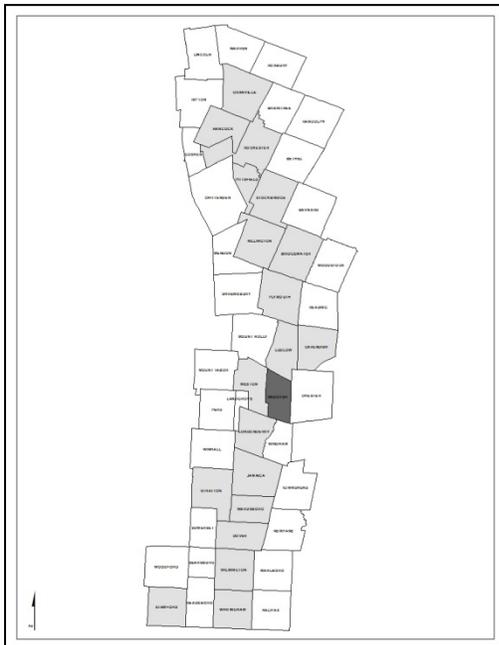
Point Road which started to be built in 1759 between Charlestown NH and Crown Point NY to facilitate transportation of supplies and communications during the French and Indian War.

The town started as an agricultural community with crops as well as sheep and dairy farming. In the early nineteenth century a variety of mills, factories and tanneries began to arrive in town and were the primary industry in the town until the late nineteenth century. In 1914 Proctor Piper State Forest was created and today is host to a wide variety of wildlife and recreational activities of

fishing, snowmobiling, hunting, and trapping. Today, in many ways, Cavendish has returned to its roots. With the arrival of the internet age, there has been a blossoming of small home-based businesses. There is a growing artist community as well as a return to small farming.



Andover

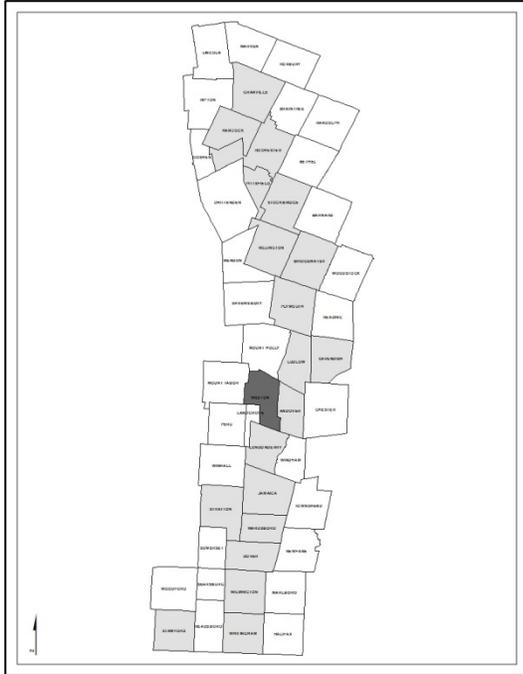


Andover is named for the Connecticut town, which in turn was named for the one in Massachusetts. Chartered in 1761, Andover has a land area of approximately 18,560 acres. The town has two villages: Peaseville and Simonsville. Andover is a mountainous town, nestled on the eastern slope of the Green Mountains. A ridge of highlands (including the aptly named Terrible Mountain) made it virtually impossible to get from one side of town to the other, so the western portion was made into the separate town of Weston in 1799. The highest elevation in town is 2,882 feet on Terrible Mountain. The majority of land cover in town is forested, with part of Okemo State Forest, and the Terrible and Markham Mountains within the town. Agricultural land is located in the valleys and plateaus where the best soils and slope conditions are found. The town has

many historic buildings, including Rowell's Inn in Simonsville which is on the National Register of Historic Places, as well as a number of buildings listed on the State Register of

Historic Places. Andover is home to many artisans, small farms, and even a hot air balloon maker!

Weston

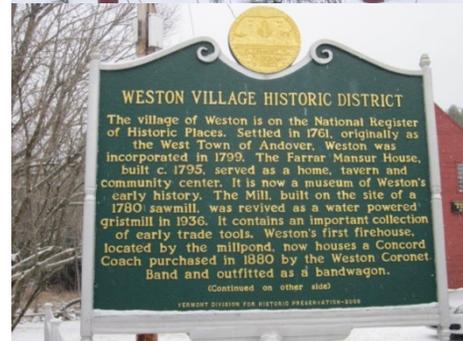


Weston is the second youngest Town in Vermont. The Town of Weston occupies the Southwest corner of Winsor County, bordering Windham County on the South and Bennington and Rutland Counties on the West. The land that comprises the present Weston was originally part of the Town of Andover; thus, the name Weston is derived from "West Town" (or "West End") of Andover. The initial settling of Weston occurred during the 1760s at a location some 2 ½ miles south of today's village, known as The Island (because much of the developed area was separated from the "mainland" by a canal across a bend in the West River, which supplied power to mills).

Many of the early pioneer families came from the Temple-Lyndeborough-Wilton area of New Hampshire. Weston's population peaked at about 1,100 in 1840. The economy was essentially agrarian, with a handful of factories, mills and stores to supply the farmers and their families' needs, especially during winter's isolation.

Arriving in Weston from the South, one sees Markham and Terrible Mountains to the East, Peabody Hill to the North, and Holt Mountain and Morgan Hill to the West, the latter named for Revolutionary War hero Daniel Morgan, who is reputed to have camped there with his company of riflemen en route to the Battle of Saratoga.

Many of Weston's historic buildings have been repurposed or preserved. A cabin and sawmill, originally built by Ezekiel Pease in 1780 then added on to by Oliver Farrar, hosted Weston's first Town Meeting in 1800, and survive today as museums, along with Weston's first firehouse. The old Post Office is an art gallery. An old tavern is now the famous Vermont Country Store. An abandoned church is now a theater that hosts Vermont's oldest Theatre Company and presents astounding productions. There is a new economy that is directed toward contemporary culture, theatre and tourist services. In 1986, and largely as a result of Herculean efforts on the part of one Noel Fritzinger, the US



Department of the Interior declared almost the entirety of Weston Village to be a Historic District on the rolls of the National Register of Historic Places.

Londonderry

Londonderry was first chartered in 1770 by New York to Col. James Rogers, and at that time was known as Kent and included part of what is now the town of Windham. The town was chartered a second time by act of the new Vermont Legislature on April 18, 1780. It was in the second charter that the town was renamed Londonderry, after a town in New Hampshire that bore the same name. Early industries were centered around saw and grist mills, carriage shops, marble works and a tannery. Much of the cultural, educational and social life of the community was centered in the churches. The West River Railroad was chartered in 1867 and the last line of the railroad at the northern terminus, in South Londonderry, was completed in 1880.



The town covers an area just shy of 36 square miles, and is bounded on the north by Landgrove and Weston, east by Windham, south by Jamaica, and west by Winhall and Landgrove. The West River meanders through the town, and Glebe Mountain, the site of Magic Mountain Ski Area, is located in Londonderry. Today, the town's economy is centered around tourism.

Jamaica



The original grants for this area were issued by the Royal Governor of New York in 1767 and 1772, and were for two towns. In 1777, the Independent Republic of Vermont was established and in 1780, ignoring the previous grants, gave charter for "a tract of vacant land within this state which has not heretofore been granted". The town was subsequently named "Jamaica", from the Natick word for "beaver." The land area of the town encompasses 49 square miles. The earliest settlement of the town was along the West River near the Wardsboro Bridge, now called East Jamaica.

In the first quarter of the 19th century Jamaica Village assumed increasing importance as a center, largely for topographical reasons. Located near the confluence of the West River and Ball Mountain Brook, the area offered a strategic location for bridges, dams and mills. The economy of Jamaica also prospered with the introduction of Merino sheep in the early 19th century. Today, the villages of East Jamaica and Rawsonville remain as remnants of Jamaica's numerous historic settlements. In 1974, the Town of Jamaica was designated a Historic Village, and in 2006 Jamaica Village received its Village Center Designation. Jamaica State Park and the West River provide numerous recreational opportunities and scenic vistas to residents and tourists alike.



Wardsboro



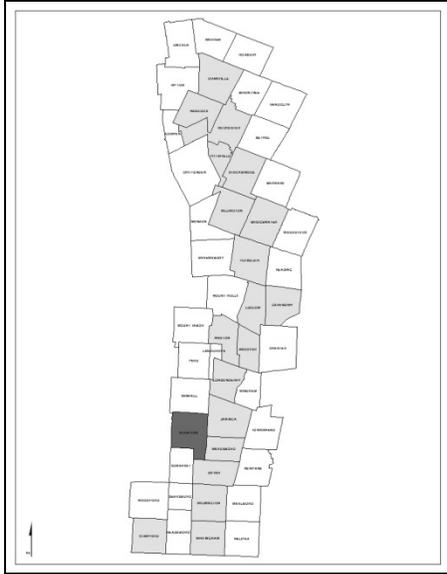
The Town of Wardsboro was chartered in 1780 to William Ward of Newfane, Vermont, and the town was named "Wardsborough" after William Ward. The "ugh" was later dropped by the U.S. Postal Service in 1894, when the "ugh" was being dropped from all towns ending in "borough." Wardsboro is a small, trapezoid-shaped piece of land that covers a land area of 29.3 square miles in south-central Vermont, and is located among the towns of Stratton, Jamaica, Dover, Newfane and Townshend.

The early economies of the town included three grist mills, six saw mills, a tannery and a rawhide whip factor. During the 1880's, a bucket and pail factory was located in the middle of the town, and is still referred to as "Bucketville" by residents. Much of Wardsboro is located in the Green Mountain National Forest, and is very close to Mount Snow ski area and Stratton Mountain Resort. The Wardsboro Brook, originally known as "The Branch" of the West River runs through the town. Although Vermont Route 100 runs through Wardsboro, the town remains very rural in character, with only 16% of the roads having been paved.

Stratton

Lieutenant Governor Colden of New York officially awarded Colonel Edmund Fanning the patent for Stratton on June 22, 1775. During the Revolution, Colonel Fanning was an

active loyalist to England and commanded a Regiment of Tories against the rebellious colonials. And so, soon after Vermont's independence, opposition to Fanning's proprietorship surfaced. This opposition led to an interesting chain of events that ultimately resulted in the settlement of Stratton nearly twenty-two years after Stratton's charter was issued.



When Williams petitioned for Fanning's forfeiture of Stratton, it was within a matter of weeks that Isaac Searl resold Stratton to Giles Alexander. Searl and Alexander had out-maneuvered Colonel Williams in this deal. Searl profited from the sale of Stratton a second time and Alexander was, for a short time, the sole owner of Stratton.

*An excerpt from
The History of Stratton, Vermont to the End of the Twentieth
Century
by DK Young*

The land area of Stratton extends 46.9 square miles, and is bounded by Winhall to the north, Sunderland to the west, Somerset and Dover to the south, and Wardsboro and Jamaica to the east. Stratton Mountain is the highest point in the town and in

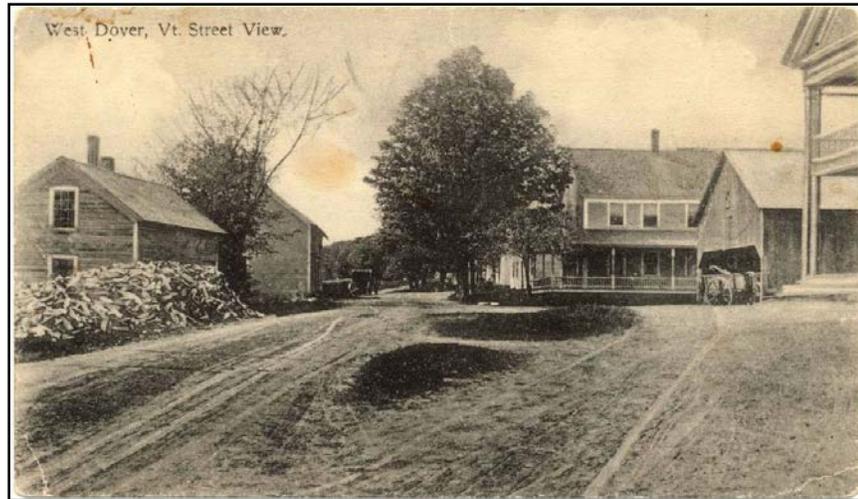
Windham County, and is also home to the famed Stratton Mountain Resort. Green Mountain National Forest (in addition to Stratton Mountain) and the Deerfield River provide numerous recreational and scenic opportunities. In the present, Stratton flourishes as a Ski Resort town. Tourism has spurred residential and commercial growth, shaping Stratton into a second-home community.

Dover



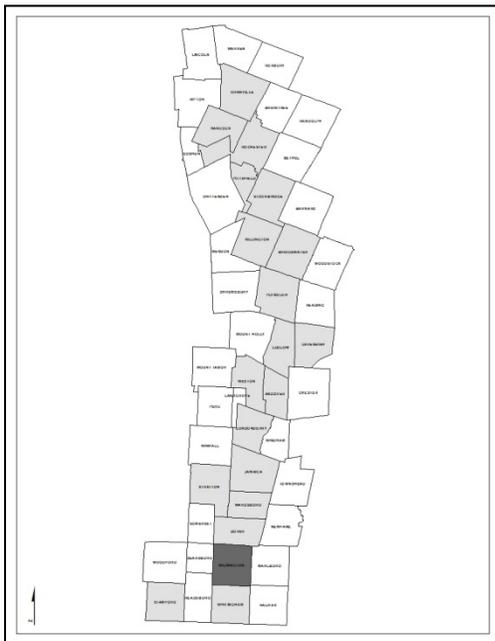
Located in south-central Vermont on the east shoulder of the Green Mountains, in Windham County, the town of Dover was settled in 1779 by Captain Abner Perry of Hollister, Massachusetts. The real history of Dover began when a Vermont Charter, signed by Governor Thomas Chittenden, head of the newly formed Vermont Republic, was granted on November 7, 1780, to William Ward of Newfane and sixty associates. This parcel of land containing about 26,464 acres was incorporated into a township named Wardsborough, and included the town of Dover as it is known today in the southern portion of the township. A petition to divide the Town of Wardsborough into north and south was signed on September 25, 1787 and then on October 30, 1810, the Legislative Assembly passed an Act to incorporate Wardsborough and Dover into separate towns.

The early settlers of Dover came from towns in Massachusetts and Connecticut east of the Connecticut River. The first farms cleared were in the area of today's Town Common. Local businesses were eventually established, including a goose feather business that gave the Goose City part of town its name. Saw mills, grist mills, tanneries, brick kilns, a starch factory, potash mill and carding machines for smoother merino wool yarn ushered in the "industrial" era.



Dover is bounded by Wardsboro and Stratton to the north, Somerset to the west, Wilmington and Marlboro to the south, and Newfane to the east. Because the town lies in the southern end of the Green Mountains, much of the terrain in the town is at high elevations and mountainous. The north branch of the Deerfield River flows through The Village of West Dover, and streams in East Dover make up a portion of the headwaters of the Rock River. And, though Dover is home to one of the oldest ski areas in the northeast - Mount Snow - it has managed to keep the best of both worlds - a major four season resort and real Vermont - firmly entwined.

Wilmington



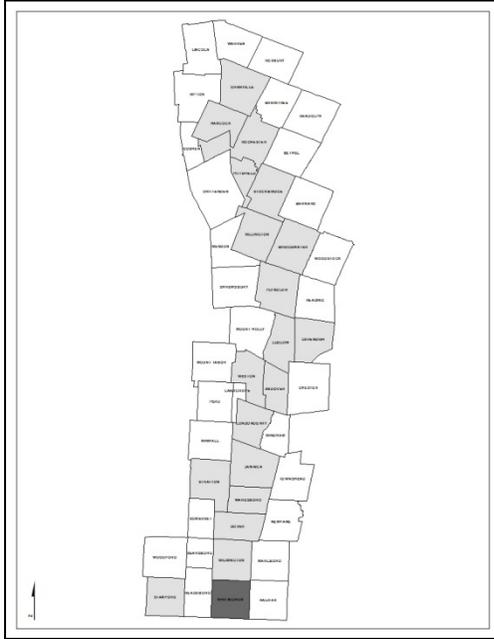
Wilmington's first charter was granted in 1751 by Benning Wentworth, then Governor of New Hampshire (under King George II). The town was named Wilmington after Spence Compton, the first Earl of Wilmington, a friend of Benning Wentworth. Wilmington is located in the Deerfield Valley in the Green Mountains, in the heart of the southern Vermont snowbelt. It is bordered by Dover to the north, Searsboro and Readsboro to the west, Whitingham to the south, and Marlboro to the east. Wilmington has a land area of 41.3 square miles.



In the early years of the Town, the farmers produced beef, sheep and wool, butter, maple products, eggs, poultry and wood to sell. There are many historic buildings and sites in Wilmington, many of which have been identified by the State's Division of Historic Preservation. The Wilmington Village Historic District is listed on the National Register of Historic Places. In addition to the town's historic resources, Mount Snow and other ski resorts, the Deerfield River, Lake Raponda and numerous brooks offer many opportunities for recreational activities and scenic views.

Whitingham

Located along Routes 112 and 100, the Town of Whitingham is comprised of two small villages, Jacksonville and Whitingham. Its early history shows that Nathan Whiting brought a petition to the Lieutenant Governor of the State of New York on January 7, 1767 resulting in the original settlement of the Town. The census of 1771 records a population of fourteen, some of whom had come from Halifax and the rest from Massachusetts. By 1781 the population had soared to 200. The first home was most likely built on the fertile land now flooded by the waters of Lake Whitingham.



Whitingham is located in the southwest corner of Windham County on the Massachusetts State line, among the Vermont towns of Readsboro, Wilmington, and Halifax and the Massachusetts towns of Heath and Row. The Deerfield River and Green Mountains form a natural western Town boundary of this 39 square mile town.

Jacksonville, once New Boston and then Martin's Mills took its name from President Andrew Jackson. Town Hill, mid-way between the Villages of Jacksonville and Whitingham was the site of the largest early settlement, with churches, stores, post office and an academy. Whitingham is perhaps best known for being the birth place of Brigham Young, an early leader of The Church of Jesus Christ of Latter-day Saints.

Stamford

The portion of Route 100 in Stamford is the southernmost section of this renowned scenic



roadway through the center of Vermont, making Stamford the “gateway to the Green Mountains.” Route 8/100 follows the Hoosic River Valley from the Massachusetts state line northeast, gaining elevation gradually at first and then climbing more steeply to the Readsboro town line. Stamford lies in the southeast corner of Bennington County and its valley is bordered by Readsboro on the north, Clarksburg, Massachusetts, on the south, the Hoosic Mountain Range on the east and the main range of the Green Mountains on the north and west.

Stamford is one of the oldest towns in Vermont, having originally been created as a New Hampshire grant in 1753. The French and Indian Wars prevented settlement in the area until 1764, but by 1791, 48 families (279 people) lived in Stamford. Since then

the population has fluctuated from a historic high of about 850 in the mid-1800’s to a low of 350 in 1920-30’s. Stamford’s current population is estimated at 824 and has stabilized in the last ten years.

C. Resources Inventory Overview

Information for the resource inventory and assessment was gathered primarily from Town Plans, with supplemental information from a wide variety of resources listed in the bibliography. The inventory is intended to provide an overview of local resources. A description of sources of information for the resource inventory can be found in the bibliography. It should be noted that despite best efforts, the inventory does not contain all of the scenic, natural, recreational, cultural, archeological and historical resources found throughout the Byway corridor. It is expected that upon expanding designation, the intrinsic resource inventory will continue to be examined and updated to assure the most accurate representation is available.

The following summaries provided are an overall view of the intrinsic resources present in the region and in each individual town along the Route 100 corridor. A more detailed inventory of the corridor’s resources is listed in [Part G: Matrix of Significant Corridor Resources](#). This matrix catalogs each resource and all of the intrinsic resources to which it contributes.

D. Regional Intrinsic Resources

The Federal Highway Administration Program has identified six categories that were used to categorize “intrinsic resources” to aid in inventories of byway assets. Resources in each of these categories (scenic, historic, cultural, archaeological, recreational and natural) are found along the Scenic Route 100 Byway.

Scenic Resources

Route 100 boasts picturesque rolling hills, meandering rivers, clear lakes and ponds, mountain and valley vistas, unspoiled forests, a renowned fall-foliage season and quintessential Vermont villages. In addition to parts of Green Mountain National Park, there are several other State Forests running next to Route 100, including Coolidge, Okemo State Forests, and Jamaica State Park. The mountains, rivers and lakes can be enjoyed from the car or by foot from the valley floors and the top of the local mountains. Short strolls and longer hikes provide additional access to some of the regions scenic treasures. All the while these scenic vistas also provide a stunning setting for the Route 100's historic designated village centers, including Granville Upper and Lower, Rochester, Pittsfield, Ludlow, Cavendish, Proctorsville, Weston, Jamaica, East and West Dover, Wilmington, and Whitingham.

Historic, Archaeological and Cultural Resources

The Route 100 region has a long history, going back to when the Black River valley was the traditional hunting grounds for the Native American people of the area. Remains of these encampments can still be found along the Black River in Plymouth. Today the Route 100 region has several historic villages which have their own stories to tell – such as the history of President Calvin Coolidge who was born in Plymouth Notch and was later sworn in as President there. In Ludlow, Fletcher Farm School for the Arts and Crafts has been an educational center for the Black River valley since the 1930s and since the 1948 has been providing quality arts and crafts education for local residents and visitors. Established in 1846, the West Dover Inn is one of the oldest inns in Vermont. Over 100 years ago a tradition began there; each innkeeper documented the Inn's journey through time in a continuous poem, creating a "living piece of American history." Brigham Young, one of the leaders of the Latter Day Saints movement, was born in Whitingham, Vermont. A monument was later erected in Whitingham to commemorate his birth in the Town. Along with the historic districts of Plymouth, Ludlow, Dover, and Whitingham, many of the historic villages in the Scenic Byway corridor have state or national registered historic places, including homesteads, churches, inns, schoolhouses, and bridges.

Recreational and Natural Resources

As a major north-south corridor along the Green Mountains, Route 100 provides access to a wide range of recreational opportunities throughout the year. The scenic local lakes, ponds, streams and rivers provide many opportunities to paddle, swim and fish. The trail networks through the forests and valleys and up the mountains accommodate a wide variety of activities, including hiking, cross-country skiing, snowmobiling and mountain biking, along local and well-known trails such as the Long Trail, Appalachian Trail, Catamount Ski Trail and VAST snowmobile networks. Route 100 is also a natural artery to several notable skiing and riding opportunities in New England including Middlebury College Snow Bowl, Killington, Pico Mountain Resorts, Okemo Mountain, Okemo Valley Nordic Center and Mountain Meadows Nordic and Snowshoe Area, Stratton Resort and Mount Snow. Golfers can play some of Vermont's most popular and challenging courses along Route 100. And all the while, the local playgrounds, campgrounds, town greens and a wheelchair accessible nature trail to a waterfall ensures plenty of opportunities for fun for all the family for any schedule and on any budget. Route 100 is also home to Lake Whitingham, the largest lake entirely within the State of Vermont located in the Town of Wilmington.

E. Town-wide Resources

Granville

Like other towns in the region, a portion of Granville's land is not privately held. In particular, 46% of the Town's land is owned and operated by the U.S. Forest Service as part of the Green Mountain National Forest. With the presence of the national forest



Granville Town Hall, Granville, VT - R. Seto, 7/6/12

come many recreational opportunities such as hiking and camping and scenic wonders like Moss Glen Falls, which cascades over vertical rocks of 50 feet in the Granville Gulf.

Many of the Town's buildings reflect the historic working families of the area and several, dating from 1825-1865, are listed on the State Register of Historic Places. For example, three of the original 10 schoolhouses remain standing today, one of which will be used as a community resource center. Despite having moved into the technological age with more

opportunities to communicate, the Town is still at its heart a rural community where focal points such as the church and Grange Hall continue to serve important social and business functions.

Granville has two Village designations, Upper Village and Lower Village. Upper Village is a mix of residential properties, including historic Mill row houses, and commercial properties, such as Eagan's Glass Blowing, the Bowl Mill/Granville Manufacturing, the Granville General Store, the Moss Glen Grange, and the Corner School Resource Center. Lower Village contains the historic Town Clerk's Office and the Church/Town Hall as well as residential and commercial properties. Granville has one operating farm, Valley View Farm. Route 12A in East Granville is lined with logging and talc mine houses and has a historic Hall once used for dancing and other gatherings.

Hancock

A distinctive characteristic of Hancock is that 85% of its land (20,400 acres) is owned and operated by the U.S. Forest Service as part of the Green Mountain National Forest. As a result, people have had to settle on the remaining private and level land along Route 100 and 125. This includes locations such as the village center, residential and agricultural land, public recreational areas, and the White River flood plain. Since most of the land is federally protected there are



Hancock Overlook, Hancock, VT - R. Seto,

a lot of recreational attractions for the Town including camping, hiking, backpacking, mountain biking, snowmobiling, hunting, horseback riding, fishing, and cross-country skiing.

Rochester

Historically, Rochester was a railroad, agricultural, milling, and mining community, but it has also adapted to the 21st century, with several technological and publishing companies establishing themselves in the Town. Moreover, in addition to a technological presence, the Arts also thrive in Rochester galleries, festivals, theatre

productions, concerts, and lectures. As typical with many rural areas, the Town center serves as a focal point for the area where residents can conduct their economic, civic, and social business. Within the village there are retail stores, banks, dining facilities, a gas station, a library, churches, private homes and apartment houses.



Forest Ranger Station, Rochester, VT – R. Seto, 7/6/12

With the presence of the Green Mountain National Forest and the Riley Bostwick Wildlife Management Area, as well as Mt. Horrid, Mt. Cushman, and Philadelphia Peak, Rochester is a hub for outdoor activities including hiking and biking trails, camping, and skiing.

Stockbridge

Located in the physiographic region known as the Intermountain Valleys and foothills of the Green Mountains, the Stockbridge area is characterized by mountainous terrain and narrow valleys with forest and meadowland. There are also numerous swimming holes along the White and Tweed Rivers that bisect Stockbridge and attract many recreationists during the summer. Moreover, the stretches of White River passing through the Town also attract people from throughout the region for activities such as tubing, rafting, boating, and fishing. Other outdoor activities, due to the Green Mountains, include hunting, snowmobiling, hiking, and cross-country skiing.



Stockbridge Town Office, VT – B. Velturo, 08/07

Pittsfield

The Park is a focal point of Pittsfield Village. It consists of a classic well-groomed New England village green complete with hexagonal bandstand, a war memorial, and magnificent assortment of trees. The greatest recreational asset in the Town is the public forest lands - approximately 7,154 acres owned by the U.S. Forest Service, Green Mountain National Forest, and other federal agencies. In total, the United States Forest Service (USFS) owns 7,698 acres or approximately 59% of the total land area of Pittsfield. The USFS lands are managed as part of the Green Mountain National Forest, and in



Pittsfield General Store, Pittsfield, VT

accordance with the multiple use concept, for timber production, pasture land, wildlife habitat, outdoor recreation and watershed protection uses. Town residents and the public at large may use these lands for hiking, winter skiing, snowmobiling, camping and other outdoor pursuits.

The scenic values of the Route 100 corridor in Pittsfield include its rugged landscape, natural beauty, and rural character. The open meadows and farm and pastureland provide a pleasing contrast to the wooded hillsides,

which rise from the Tweed River Valley. The highway winds through both open meadows and narrow passages, with vistas to both near and distant hillsides. The meadows of Pittsfield run along the valley floor of both branches of the Tweed River and extend intermittently on both sides of Route 100. These meadow lands are valuable to the Town of Pittsfield for many reasons including their value for agricultural, recreation, scenic, open space, flood plain, and wildlife habitat.

Killington

While the Town of Killington is internationally renowned as a ski resort town its character and community also embrace the natural and scenic features of a Vermont town. Historic, cultural, recreational, scenic and natural qualities abound in Killington, and are carefully balanced by its population for economic development, promotion and preservation.

The numerous recreation and outdoor activities within the town provide a recreation amenity as well as access to breathtaking scenic vistas of



Kent Pond, Killington, VT - D. Burke, 10/10

Killington's natural beauty. Whether from the traveler's window or while strolling around Kent Pond, the views of Killington Peak and surrounding mountains dominate the landscape. The designations of town land as Green Mountain National Forest and Coolidge State Forest allow for unscathed views of natural and scenic features. A drive on scenic Route 100 north from Killington past Kent Pond and winding along Tweed River, provides an impressive tour with the traveler carving through the surrounding mountains following the path of the stream. These water resources thrive in the spring creating impressive forces of nature, and yet by summer's end can provide the tranquility of a meandering stream. Whether a stroll down the road, a family hike, a winter ski run, or a drive through the town, the viewer is exposed all of Killington's scenic and natural features.

Killington is home to several historic resources including the rectory for the Mission Farm Episcopal Church of Our Savior, Sherburne United Church of Christ and Our Lady of the Mountains, and the Blue Hen School No. 2 building.

During the summer Killington provides the Summer Concert Series at the Sherburne Memorial Library and the Cooler in the Mountains Concert Series at Killington Resort, providing a variety of family-friendly music genres. The Killington Music Festival, located at Killington Resort is another opportunity to embrace classical music performed by internationally acclaimed artists during the summer. During the winter season Killington Resort hosts several outdoor concerts, typically in conjunction with an event, providing attendees with a variety of music ranging from rock and hip hop to alternative.



*Cyclist on recreational trail,
Killington, VT –
Town of Killington Stock Photo*

The Killington Arts Guild, which has a studio off Route 100, was created by a group of local artists who embrace and wish to share the arts with others in the community. Additional works of art can be viewed during the Town's fall Hay Festival, when artists and business partners pair up to create over thirty giant hay structures.

Killington is best known as a resort community, home to world-class skiing and snowboarding. In 1958 winter skiing was established in Killington, with Nordic skiing, snowshoeing and horse drawn sleigh rides also now being offered in the winter months. Killington Resort and Pico Mountain provide recreation opportunities throughout the four seasons. At Killington Resort and Pico Mountain guests can participate in alpine skiing, snowboarding and gondola/chairlift rides, hiking, mountain biking and golf. Pico Mountain complements its summer operations with an adventure center that includes an alpine slide, miniature golf, equestrian rides

and the Pico Power Jump (bungee trampoline).

In 1975 the Herbert I. Johnson Recreation Center opened in town which now hosts field space, a lap swimming pool, children's pool, playground, tennis courts, basketball court and bath house are now present at the facility. The municipality also manages the Green Mountain National Golf Course located directly off Route 100.

Gifford Woods State Park also located along Route 100 is a favorite not only for hikers, due to its proximity to the Long and Appalachian Trails, but also those visitors who wish to camp, stroll on a trail or view one of the Old-Growth Forest exhibits. Gifford Woods contains one of the few old-growth hardwood tree stands remaining in Vermont, and now has an interpretive trail exploring the natural and cultural history of the forest.

Bridgewater

Bridgewater is highly regarded as a town with excellent tracts of undeveloped forest land frequently enjoyed by hunters, off-road vehicle enthusiasts, hikers, and snowmobile enthusiasts. The neighboring towns of Killington, Barnard, Stockbridge, and Plymouth all have similar forested areas contiguous to Bridgewater, making this one of the best multi-town recreational assets in this region. The main settlements of the town – Bridgewater Village, Bridgewater Corners and West Bridgewater – are all located along US Route 4, a highway that runs on an east/west axis through the town.

A predominant land use for much of Bridgewater is remote forestland, particularly in the Chateauguay-Dailey Hollow area of town. The Chateauguay-Dailey Hollow Area has historically been very rural or in a wilderness state, except for a period during the mid-1800's when development flourished for a brief period due to gold mining speculation. Today human settlement in the Area is very sparse, year-round public access is practically non-existent for most of areas, and public services (electricity or telephone) are very limited. For the few habitants living here, most are dependent on providing their own power and lighting, and maintaining and plowing their own roads. Roads are relatively narrow and steep and are not designed to sustain heavy vehicles or higher volumes of traffic. For those public roads leading into the Area, none are open or passable as through roads to the abutting towns of Barnard, Stockbridge, or Killington. Multiple use recreational activities are highly prevalent in this Area.



*Olsen's Bridgewater Corners Country Store,
Bridgewater Corners, VT*

Numerous seasonal hunting camps are situated in the Area. Valuable wildlife habitats exist here, including black bear, moose, and deer. Hikers seeking a rugged wilderness experience, frequent the Area at all times of the year, using old town roads and trails, and the Appalachian Trail that passes through a section of the Area. Access to the Appalachian Trail is relatively easy and the number of trail users continues to increase. Snowmobiling remains a very popular sport, attracting both locals and outsiders to the Area. The Vermont Association of Snow Travelers (VAST) retains an extensive system of snowmobile trails in the Area that serve as connector routes to other trails in Windsor

and Rutland Counties. Local snowmobile groups have been active in maintaining these trails and working with landowners to ensure continued use of the trails on affected properties.

Plymouth



Echo Lake, Plymouth, VT – K. Otto, 10/10

The Town of Plymouth comprises an area of 29,861 acres. It consists of two physiographic areas separated by the north-south running valley formed by the Black River. To the west of this valley is a section of the Green Mountains, characterized by steep slopes and rugged terrain. To the east are intermountain valleys and low foothills, containing only a few peaks above 2000 feet.

Some four hundred years before Columbus "discovered" America, Native American people occupied agricultural villages in the Connecticut River Valley, including sites at Springfield and Windsor, Vermont. During hunting seasons they traveled up the Black River to traditional hunting grounds in Plymouth. Remains of their encampments are buried along the river and around old river headland areas such as Black Pond. Plymouth's scenic and historic quality is one of its richest and most widely appreciated resources.

Over a third of the land area of the town of Plymouth is owned by the state. The Agency of Natural Resources plans to continue to manage its lands for their current uses of forestry, recreation, and wildlife management. The Division for Historic Preservation's management objectives for the Plymouth Notch Historic Site includes ongoing operation as a State Historic Site seasonally open to the public, and preservation of lands surrounding the village to maintain the rural character typical of Plymouth Notch during Calvin Coolidge's era.



Plymouth Cheese Factory, Plymouth, VT

The Plymouth Historic District is operated May through October by the State of Vermont, Division for Historic Preservation, and includes the Coolidge Birthplace and Homestead, Cilley Store, Wilder House Restaurant, Wilder Barn, and other structures. The Calvin Coolidge Memorial Foundation maintains its offices in the President Calvin Coolidge Museum and Education Center at the President Calvin Coolidge Historic Site in Plymouth Notch, Vermont. The Museum and Education Center was dedicated in 2010. The Plymouth Cheese Factory is operated by the State of Vermont as a business making curd cheese and also functions as a year-round tourist attraction adjacent to the Historic District. The Union Christian Church in Plymouth Notch has historical significance as the former church of President Calvin Coolidge.



*Plymouth Notch: Vermont's Brigadoon.
Alois Mayer*

Coolidge State Park Campgrounds offer camping sites, motor and trailer sites, hiking, fishing and hunting on surrounding lands, both State-owned and private property. Camp Plymouth on Lake Echo in Tyson is a recreation site offering rental cabins, boats, a swimming area, playground equipment, and picnic areas. Hawk Inn and Mountain Resort offers hayrides, sleigh rides, horseback riding, boating, swimming, and health club facilities to guests and the general public. Various forms of free entertainment are offered in the summer months at their

bandstand. VAST snowmobile trails, biking on roadways, and the Catamount hiking trail are other recreational activities available.

Ludlow

Ludlow can be found at the intersection of the scenic Routes 100 and 103. The town is located on the eastern side of the Green Mountains and has, on its western border, Ludlow Mountain (also known as Okemo Mountain), whose summit rises about 2,400 feet above Main Street and 3,344 feet above sea level. The town has a variety of natural resources, many of which also serve as scenic and recreational resources, as well as providing suitable habitats for a wide variety of wildlife and some rare plant species. Of the 7,607 acres of Okemo State Forest, 3,185 acres are located within Ludlow. Buttermilk Falls on Branch Brook within the state forest includes a series of three falls with a large, shallow pool beneath each, popular as a scenic destination as well as a swimming area. In the state forest on the western side of Ludlow Mountain, in neighboring Mt Holly, runs part of the 300 mile Catamount cross country ski trail, and the Healdville hiking trail.



*Ludlow, VT, from the Top of Okemo Mountain
- K. Otto, 10/10*

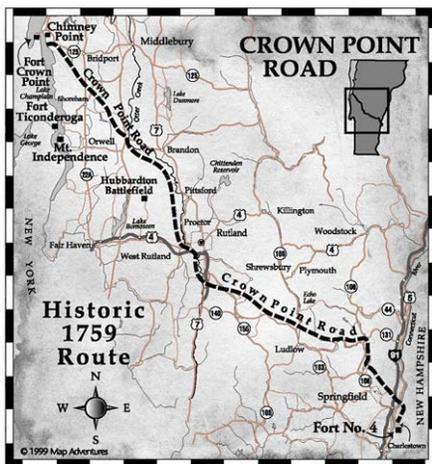
The town also includes two major tributaries for the Connecticut River – the headwaters for the Black River and the north branch of the Williams River. The Ludlow Lakes District, which includes Lake Rescue, Lake Pauline and Round Pond, is another scenic resource and includes a small public boating access point for Lake Rescue. The 517 acres of Tiny Pond Wildlife Management Area located in Ludlow, just off Route 100, provides a wealth of recreation opportunities including regulated hunting, trapping, fishing, hiking and wildlife viewing.

Since the 1950s Ludlow Mountain has had ski facilities. These ski facilities have been significantly expanded since the 1980s into a four season resort which includes trails for alpine and Nordic skiing, snowshoeing and hiking, as well as facilities for ice skating, snow tubing, and swimming. Okemo Mountain Resort also includes wedding and meeting spaces, Vermont's only mountain rollercoaster ride, New England's first heathland-style golf course, Okemo Valley Golf Club, and offers a range of events including the Jackson Gore Concert Series and Hops in the Hills Beer Festival. A new zipline canopy tour enhances the many adventurous offerings at Okemo and takes guests to new heights. The new high-flying treetop tour located on the mountain behind the Jackson Gore Inn features seven zipline segments that rise 40 to 50 feet above the ground, allowing thrill-seekers to soar among aeries previously inhabited only by indigenous birds and ambitious squirrels.

Ludlow also has a wide range of cultural and historical resources. Ludlow Village Historic District, which runs along Main Street, is listed on the National Register of Historic Places, with 19 contributing historic structures in the district. The Black River Academy building was restored and transformed into museum by the Black River Historical Society to house the cultural heritage of the Black River valley area. Fletcher Farm School for the Arts & Crafts, operated by the Society of Vermont Artists and Craftsmen, provides quality arts and crafts education, keeping alive old traditions while also teaching new techniques. Ludlow's Veterans Memorial Park is one of the most photographed sites in Ludlow and hosts a wide variety of events including summer concerts and the Vermont State Zucchini Festival.

Cavendish

Cavendish has two major highways running through the town – Routes 103 and 131. The village of Proctorsville is located near the intersection of these two routes and the village of Cavendish is located a few miles east of Proctorsville on Route 131. The Black River runs parallel to Route 131 along much of its length, and prompted the road's designation as a State Scenic Highway in 1998. The river is popular among kayakers and canoeists in early spring. A section of the river is stocked with trophy trout during the fishing season. There are a number of fishing accesses including a newly designed access area along Route 131 that accommodates people with disabilities. The Cavendish Gorge, just below the village of Cavendish is an important scenic resource.



Evidence of Cavendish's past may be seen throughout the town in the historic farms and residences and in the villages of Cavendish and Proctorsville. The villages contain State Historic Districts. In addition, several structures in the more rural areas of town have been designated on the State List of Historic Places. The Cavendish Universalist Church, Brook Farm, Glimmerstone and Atherton Farmstead are also on the National Register of Historic Places.

The Cavendish Universalist Church, Brook Farm, Glimmerstone and Atherton Farmstead are also on the National Register of Historic Places.

Cavendish also has the historic Crown Point Road running through the town. Begun in 1759 at Fort No. 4 in Charlestown, N.H., it passed through Vermont to its terminus at Crown Point, New York. This road was built by the order of General Amherst, the British General of all armies of North America during the French and Indian War. The road was needed to facilitate transportation of supplies and communications between New York forts and New Hampshire's Fort No. 4. The Crown Point Road went through the Township of Cavendish from the southeast corner to the northwest corner. Parts of the historic road can still be hiked today.

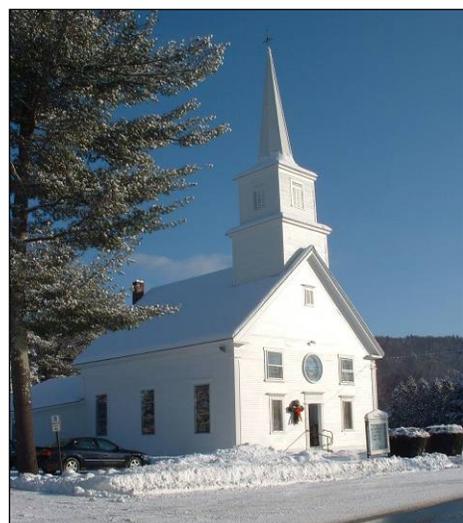


A great specimen of sneaked ashlar stonework using locally quarried mica schist stone - mostly found in Cavendish and Chester - R. Svec 10/12

Most of Cavendish's land area is forested. Of the roughly three-fourths of the town that is forested (18,826 acres), 4,040 acres is state-owned land. The Department of Fish and Wildlife owns 2,420 acres, and the remaining 1,620 acres are owned by the Department of Forests, Parks and Recreation. These state-owned lands, including Proctor Piper State Forest, Albert C Lord State Forest, Knapp Brook Wildlife Management Area (WMA) and Hawks Mountain WMA, are managed for multiple uses, including hiking, snowmobiling, hunting, fishing, cross-country skiing. Steep slopes, undeveloped ridgelines, the Black River valley, Twenty Mile Stream valley and large wetland areas not only add to the scenic beauty of the landscape, but are also important habitat areas for deer, moose and bear.

Andover

Andover is a mountainous town on the eastern side of the Green Mountains. Terrible Mountain, the highest point in the town at 2,882 feet, forms a scenic, forested backdrop for VT Route 100 as it passes through the town. A large portion of Terrible Mountain is protected as part of the Okemo State Forest. Markham Mountain, located across Chester Mountain Road from Terrible Mountain is the second highest point in the town and is visible from VT Route 100 in Weston. Affiliated with the Okemo Mountain resort and located in Windham and Andover, the Tater Hill Golf Club is located in the town. Andover also has a notable selection of historic buildings, including Rowell's Inn in Simonsville (National Register of Historic Places), as well as the eleven buildings and one bridge listed on the State Register of Historic Places.



*Andover Community Church,
Andover, VT*

Weston

When one thinks of a quintessential New England village, Weston, Vermont is the image that comes to mind. Pristine nineteenth century buildings surround a village green directly on Route 100 (that has been owned and managed by a Board of nine women since 1886, officially the Farrar Park Association, but known as the Ladies of the Green). Galleries and shops line the short main street – easily walked – including Weston’s most popular attraction, the famous Vermont Country Store. Another park, with a stream and waterfall, is only two blocks away.



Bandstand, Weston, VT

The civic and cultural center of Weston is the Weston Playhouse, at the Green, home to Vermont’s award winning and oldest performing theater company (76 years) in the summer and followed by the Weston Antiques Show and Weston Craft Show during peak foliage. Both shows have been designated as “Top Ten Vermont Fall Events”. Adjacent to the Playhouse are The Museums of Weston: the 1797 Farrar-Mansur House with its collections of 19th century furnishings, accessories and costumes, the Old Mill with its unique water powered grist mill, waterwheel and other 19th century tools and machines, and the Craft Building, Weston’s first fire house, which now houses an 1880 era Conestoga band wagon, of which only two examples remain. Almost every building in the village is within Weston’s Historic District, listed on the National Register of Historic Places. Guided walking tours of the core of the District are conducted during the warmer seasons.

Village galleries offer fine photography and ceramics. A local artist’s group regularly displays paintings. In summer, the Kinhaven Music School (both students and faculty) offers concerts. The acoustically superb Church on the Hill is also home to musical performances, initially as host to a summer “Sundays on the Hill” series and, more recently, to an expanded schedule of concerts and other events throughout the year.



Winter Street, Weston, VT

Sportsmen (and women) can enjoy hiking, cross country skiing and snowmobiling the many

trails in and around Weston. Fishermen should try their luck in the West River. Touring the back roads that surround Weston will reveal some outstanding Green Mountain vistas. The varied lodging and dining options in Weston make it a good home base, whether for enjoying the village or venturing to the skiing (Stratton, Okemo, Magic, Bromley) and golfing (Stratton, Tater Hill, Gleneagles/Equinox, Okemo) venues just a short drive away.

Londonderry

Londonderry is made up of two villages, Londonderry and South Londonderry. It is located on Routes 100 and 11, with the scenic West River running through both. Much of the town looks toward Glebe Mountain, the home of Magic Mountain Ski Area, and close by is Bromley, Stratton and Okemo ski areas. The town serves as a business and shopping center for visitors to the four ski areas as well as for summertime visitors.

Londonderry is also home to Lowell Lake, a quiet, undeveloped 100 acre lake with several islands, which is part of the Vermont State Park system. Visitors and locals alike enjoy the lake for non-motorized boating, fishing, and picnicking.

The north end trailhead for the West River Trail is located in South Londonderry at the old train depot. The West River Trail is a multi-use recreational trail that follows much of the former West River Railroad rail bed. Heading south, the trail connects to the Winhall Brook Campground and Jamaica State Park.



Londonderry Depot. West River RR

The historic railroad, which ran from Brattleboro to the Depot in South Londonderry from the late 1800's to the 1930's, was known as "thirty six miles of trouble" due to the many calamities that occurred over the years. The historic train depot building has been recently restored by the Friends of the West River Trail, and is available for community events.

Londonderry has several town parks with recreational facilities. Pingree Park has playground equipment, a picnic shelter, tennis courts, and ball fields. Memorial Park has a swimming pond and a picnic shelter. A small park by Williams Dam in the village is home to the highly successful West River Farmers Market, which is known as one of the best farmers markets in the state.

Londonderry has several producers of award winning cheeses, maple syrup, produce, and other agricultural products. Four farms in town have been permanently conserved through the Vermont Land Trust, which ensures that they will remain as open land, and used for agriculture and forestry.

The Mountain Marketplace is a 50,000 square foot shopping center which is currently occupied by a supermarket, hardware store, bank, post office, two restaurants, a pharmacy, assorted shops, offices and an art gallery. North Main Street in Londonderry provides several fine dining opportunities. One these is the old Haywood mill, now a restaurant, which houses a large collection of antique tools. Several art galleries feature Vermont artists. Just off North Main St., on Middletown Rd, are the Londonderry Arts and Historical Society buildings which include the Custer Sharp House (Circa 1840) and the old Masonic Hall. The Historical Society was instrumental in gaining recognition of South Londonderry as a National Historic District in 1986.

Jamaica

The Town of Jamaica is situated in the eastern foothills of the Green Mountains. It is an area of steep forested hills and narrow river valleys. The Town consists of approximately 31,000 acres, approximately 90 percent of which are forestland. The forest cover is quite diverse. An estimated 70 percent of the forestland is hardwood and 30 is softwood. Many stands are mixed hardwood and softwood. Elevations rise to between 2000 and 3000 feet on Turkey Mountain, College Hill, Mundal Hill, Sage Hill and The Pinnacle. The little remaining open land in Town is located along the West River in East Jamaica and Jamaica village, along the Winhall River in Rawsonville and at three locations where land is still actively managed for agriculture. These open areas and an area near the old hamlet of West Jamaica contain the only sizable areas of relatively flat land in Town.

Much of the development that has occurred in Jamaica is located along or near Vermont Routes 30 and 100. Other developed areas are found along Pikes Falls, West Jamaica and Turkey Mountain Roads and in the Cole Pond and West Hill areas. Of the developed land in Jamaica, the principal land use is for residences. As of 2000, 64 percent of the 935 housing units in Town were seasonal or vacation homes. Most of the Town's commercial development is concentrated in Jamaica Village and Rawsonville. Other commercial development is scattered along Route 30. Jamaica Village is the Town's cultural, civic, religious and educational center. Most of the Town owned facilities are located here as are the church, post office, Masonic Hall, bank, two inns, an art center and several restaurants and shops.



Jamaica Town Hall

Wardsboro

Wardsboro is located between two prosperous ski areas, Stratton Mountain and Mount Snow, in the Green Mountains. These two large developments afford employment for so many of Wardsboro's 900+ citizens.



Route 100, Wardsboro

Vermont Route 100 runs directly through town, from the Stratton border on the southwest to the border with Jamaica at the north end of town. It follows an original trail alongside the Wardsboro (originally "The Branch" of the West River) Brook, which flows north and empties into the West River in Jamaica. That river, in turn, flows southeast to join the Connecticut River near Brattleboro.

The Branch and its tributaries provided water power for many mills and

manufacturing operations in old Wardsboro' (so spelled in the Vermont Register of 1842 when the "ugh" was replaced with an apostrophe). There were mills for processing wool, grain and wood products and there was a chair factory and a wheelwright at places along the Branch which probably used water to power lathes for making spindles and spokes, etc. These industries account for many of the names used for the various villages over the years. One section in the middle of town, known earlier as Unionville, is still known today as "Bucketville" after Jebediah Estabrook's tub, bucket and pail factory, the main employer in the area in the 1880s. Wardsboro itself has been known variously as Martin's Mills, North Wardsboro, Wardsboro Center, Wardsboro City, or what the 1856 atlas calls just plain "Wardsboro." West Wardsboro was earlier known as Hammond's Mills after the family of Samuel Hammond who settled there shortly after the Revolutionary War. Samuel Hammond is best known for having been an active soldier and patriot in the War for Independence and a participant in the Boston Tea Party. Still used is the name "Podunk," a nickname given to District 4 and the town road that runs through it.

Stratton

In general our objective is to protect the health and general welfare of the public, while allowing the Town to develop as a rural-residential and second-home community, with a popular resort area, within the Green Mountain National Forest. Lieutenant Governor Colden of New York officially awarded Colonel Fanning the patent for Stratton on June 22, 1775.

During the Revolution, Colonel Fanning was an active loyalist to England and commanded a Regiment of Tories against the rebellious colonials. And so, soon after Vermont's independence, opposition to Fanning's proprietorship surfaced. This opposition led to an interesting chain of events that ultimately resulted in the settlement of Stratton nearly twenty-two years after Stratton's charter was issued.



The Old Stratton Meeting House

When Williams petitioned for Fanning's forfeiture of Stratton, it was within a matter of weeks that Isaac Searl resold Stratton to Giles Alexander. Searl and Alexander had out-manuevered Colonel Williams in this deal. Searl profited from the sale of Stratton a second time and Alexander was, for a short time, the sole owner of Stratton.

In 1782, the first road was built into the town and in 1783, Timothy and Oliver Morsman, Stratton's first settlers, arrived and began the daunting task of clearing the wilderness from their farms. Others followed; more roads were built for better access to all four corners of the town; and, a sawmill and a gristmill were established, so that within a few years, Stratton became a working proprietary town of Vermont. In 1788, five years after the first settlers had arrived, Stratton began the next transition by establishing a town government and it proceeded with the task of transferring control from the proprietors

to the inhabitants – a process that would take Stratton about seven years to accomplish.

In the present, Stratton flourishes as a Ski Resort town. All indications are that Stratton shall continue to flourish through many more milestones far beyond its 250th year anniversary in 2011.

Dover

The Town of Dover, comprised of two distinct villages, East and West, is a testament to the quintessential Vermont town with its many personalities. As one enters the town from the south, along the Scenic Route 100 Byway, the first glimpse of the Mount Snow Ski Resort is undeniable.

But equally visible is the white clapboard and black-shuttered village of West Dover which is on the National Historic Registry, and which provides an entryway to the business district, replete with nationally acclaimed inns, restaurants, bakery, retail shops and cultural assets like art and crafts galleries and theater. Entering from the east, along the scenic Dover Hill Road, the village of East Dover is a close-knit residential side of town with a small business area that offers a quieter side to the resort community of the west. Importantly, both sides of town are blanketed by one of the most inclusive telecommunications systems - internet and cell - in the state.



Dover Town Hall

For history buffs, the town has many old cemeteries that are the resting places of original settlers to heroes lost in wars dating as far back as the Revolutionary War. Dover is also justifiably proud of its Historical Society housed in the historic Harris House on Route 100 and which provides a tangible snapshot of life in the town dating back hundreds of years. The iconic Dover Town Hall located on the Town Common in East Dover, is arguably one of the most photographed buildings in southern Vermont.

The town offers an abundance of superb hiking and biking trails, from the Valley and Crosstown Trails in West Dover and convenient to Route 100, to the extensive network of the VAST trail system, all of which provide a habitat for a variety of wildlife, bird and native plant species. There are also 5000 acres of the Green Mountain National Forest within the town's borders. A number of small brooks and ponds can be found throughout the town also, the largest being the northerly branch of the Deerfield River which parallels Route 100.

In 1954 the town's future took a monumental turn as Mount Pisgah in West Dover was transformed into the Mount Snow Ski Resort by Walt Schoenknecht, who was widely considered the Walt Disney of the early ski industry in the Eastern U.S. Over the years, the ski area has grown to a resort with over 100 trails and 20 lifts and has simultaneously grown to be a four-season resort with an acclaimed golf course that is home to the

country's first golf school, a conference center that provides every amenity from spa services to wedding facilities to fitness center and swimming pool. Mount Snow is also renowned for its Mount Snow Academy which enables talented high school students from around the world to combine their academic studies with professional ski and snowboard training. Two-time Olympian Kelly Clark, born and raised in Dover, is an example of the wonderful opportunities afforded by a small town with big resources.

Dover is also home to a large variety of annual events such as the Blueberry Parade and Tough Mudder events of the summer, to the Vermont Life Wine and Harvest Event and Dover Day in the fall, to the Bright Lights Event in the winter months. The town is excited to soon to be the home of a cultural arts center located in a former movie house along Route 100 and the town's Valley Trail.

Many of these events and are served by the MOOver, the Mount Snow Valley's fare-free public transit service (and the 3rd largest in the state!). The iconic cow-spotted buses are not only an important part of life and transportation in our town and neighboring towns, but a great tourist attraction!

Wilmington

During the pioneer period, timber production and sheep farming led to soil erosion, and thence to declining agricultural production. When the farmers could no longer compete with farms in more fertile regions, the exodus from Vermont began. The end of poorly managed sheep farming in the 1850's and the abandonment of the farms allowed the regeneration of the forest. (Marsh, G.P. 1864) The Hoosic Tunnel and Wilmington Railroad, the more familiar "Hoot, Toot and Whistle", would also change the direction of Wilmington's economy. During the spring thaws, from the middle of March to the middle of May, the Deerfield River was jammed with logs from Searsburg, Somerset, Glastenbury, and West Dover heading for Mountain Mills, where about 100 men were kept employed at the saw mills. The railroad provided a ready means to export these logs and timber products to other areas. Inevitably, the endless supply of timber would run out and the principal function of the railroad would shift to local freight and passenger service, including tourist excursion trains.

The arrival of the railroad in 1891 signaled the emergence of a new industry in town, tourism. Wilmington's location, lakes, and serene beauty were a natural lure for summertime visitors. Wilmington's winter tourism began with the birth of the ski industry in 1953 at Mt. Snow, formerly known as Mt. Pisgah,

in Dover. Although Hogback, Dutch Hill, Prospect, and Bromley bounded Wilmington on the east, the southwest, west, and the north respectively, and pre-dated Mt. Snow, they had contributed little to Wilmington's economic base.



The Molly Stark Statue

The outstanding scenic quality of the Wilmington area is one of its greatest assets. The work of the Scenic Road Committee, the planning survey, and the ad hoc planning committees show that the protection of the scenic qualities of the Town is an aesthetic concern, as well as an economic one. Wilmington prides itself on the numerous opportunities that the community has to offer locals and tourists in the way of public recreation. Examples include Mount Snow Ski Resort, Haystack Ski Resort, Lake Whitingham and Lake Raponda. The Town of Wilmington and the Deerfield Valley is known for the efficient and effect transit service provided by the Deerfield Valley Transit Association (aka the Moover). Wilmington has a wealth and variety of private and public recreation trail networks. There are also hiking trails on Green Mountain National Forest (to Haystack Peak) and Molly Stark State Forest (to Mount Olga) and snowmobile trails which exist on mostly private land.

Whitingham

Farming has been the primary occupation since the beginning, but lime burning, lumbering, chair making, trading, carding wool, tanning and the manufacture of scythe snaths (among other industry) have also figured in the building of the Town. The first church building was raised on Town Hill in 1799 and was used by all denominations. In 1801, famed Mormon, Brigham Young was born here. In 1925 the Mormons erected a marker noting the birthplace of their leader.

The advent of hydro-electric power was significant in changing the topography of Whitingham. In the early 1900's, it brought the formation of Lake Whitingham causing the submersion of old landmarks and relocation of the railroad. The Whitingham Village Historic District is comprised of a group of commercial, institutional, agricultural and residential buildings constructed between 1840 and 1950, which form the core of Whitingham Village along parts of Route 100, School Street, Brook Street and Stimpson Hill Road.



The Glory Hole, Harriman Reservoir

A wide variety of scenic resources many of which can be viewed from along roadsides are available. Views of Sadawga Lake and The Glory Hole in Lake Whitingham, also known as Harriman Reservoir, are particularly noteworthy. Sprague Falls and Holbrook Pond and the shores of Clara Lake, Shippee Pond, Jacksonville Pond, Ryder Pond, Laurel Lake and Gates Pond are also important scenic resources. Whitingham is fortunate to maintain large tracts of forest that have significant habitat potential for large mammals (bear, moose, deer, bobcat, fisher and coyote) and many valued songbirds.

Stamford



The portion of Route 100 in Stamford is the southernmost section of this renowned scenic roadway through the center of Vermont, making Stamford the “gateway to the Green Mountains.” Route 8/100 follows the Hoosic River Valley from the Massachusetts state line northeast, gaining elevation gradually at first and then climbing more steeply to the Readsboro town line. Stamford lies in the southeast corner of Bennington County and its valley is bordered by Readsboro on the north, Clarksburg, MA, on the south, the Hoosic Mountain Range on the east

and the main range of the Green Mountains on the north and west.

Stamford is one of the oldest towns in Vermont, having originally been created as a New Hampshire grant in 1753. The French and Indian Wars prevented settlement in the area until 1764, but by 1791, 48 families (279 people) lived in Stamford. Since then the population has fluctuated from a historic high of about 850 in the mid-1800’s to a low of 350 in 1920-30’s. Stamford’s current population is estimated at 824 and has stabilized in the last ten years.

The North Branch of the Hoosic River provided the basis for much of the community’s early industry and development. Numerous sawmills were operating and large charcoal-producing kilns dotted the hillside. The charcoal was used at the iron smelters in North Adams, MA, and other industrial centers. The A. C. Houghton Company, later known as Stamford Chemical Works, was established in 1865 and produced charcoal, wood alcohol, wood tar and acetate of lime.

The first framed house was built off East Road in 1782. The original plot of land and home built by Polly and Silas Blood in 1799 remains and has become what is today the Stamford Valley Golf Course. During the mid-1800’s, homes were located along the full-length of County Road between “Stamford Hollow” and Pownal. In 1821 the Union Church was built and was shared by Baptists, Methodists and Universalists. Later the Baptists and Methodists built their own churches in the town center. The Baptist church is now the Stamford Community Church and the Methodist Church is privately owned. St. John Bosco Catholic Church is currently serving its parishioners.

Stamford’s first school was a log structure built in 1784. In 1880, there were seven school districts in town and 145 students with eight teachers. By the end of the 1800’s, schooling was centralized in a building that also housed the town office, public meeting room, and a jail. The present school was constructed in 1960.

F. Connecting to Other Scenic Corridors

With the designation and future expansion of the Scenic Route 100 Byway, the following are the potential connections to be made as the Route 100 Byway continues to expand the State and National Byway System.



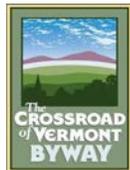
Mad River Scenic Byway – The Scenic Route 100 Byway will lead to the Mad River Scenic Byway, which runs in Central Vermont along Route 100B and Route 100 north from Middlesex to the middle of Granville.



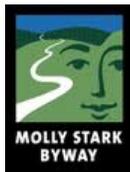
Scenic Route 125 – The Scenic Route 100 Byway will link to the first of two Scenic Route Designations in Vermont, Scenic Route 125 in Hancock. The Scenic Route 125 corridor connects through the Green Mountains to Middlebury on the eastern part of the state.



Scenic Route 131 – The Scenic Route 100 Byway will include a section of Route 103 in Ludlow to connect with the existing Scenic Route 131 Highway in Cavendish. The Scenic Route 131 corridor connects to the Connecticut River National Byway that spans both Vermont and New Hampshire.



Crossroad of Vermont US Route 4 Byway – The Route 100 Corridor will intersect with the Crossroad of Vermont US Route 4 Byway creating a central Byway network in Vermont. The Crossroad of Vermont US Route 4 Byway will also connect to the Connecticut River National Byway.



Molly Stark Byway – The Molly Stark Byway winds its way through the southern part of Vermont along Route 9, from Brattleboro to Bennington. Route 100 and Route 9 intersect in the Town of Wilmington, creating a true crossroads town. The Scenic Route 100 Byway and Molly Stark Byway will converge in Wilmington.

G. Matrix of Significant Corridor Resources

The intrinsic resources categories are: **A**rchaeological, **C**ultural, **H**istoric, **N**atural, **R**ecreational and **S**cenic. The matrices list each town's resources and identify what intrinsic resource category they fall under. As discussed in Part D: Regional Intrinsic Resources, many of the common intrinsic resources that span across communities along Route 100 have been identified and will be excluded from individual matrices.

Town of Granville							
Resources	A	C	H	N	R	S	Notes
Green Mountain National Forest				√	√	√	46% of town land
Granville Gulf Reservation State Park				√	√	√	
Moss Glen Falls				√		√	
Church & Town Hall			√				
Town Clerk's Office			√				(historic 1-room schoolhouse)
Granville Upper + Lower Village Center Designations		√	√				

Town of Hancock							
Resources	A	C	H	N	R	S	Notes
Taylor Meadow				√	√	√	
Middlebury College Snow Bowl				√	√	√	
Camp Killooleet				√	√	√	
U.S. National Forest				√	√	√	
VT Scenic Route 125				√		√	State Designated Scenic Highway

Town of Rochester							
Resources	A	C	H	N	R	S	Notes
Green Mountain National Forest			√	√	√	√	
Rochester Public Library		√	√		√		
Rochester Historical Society		√	√				Museum within library.
Pierce Hall		√	√				Architectural gem.
Ball Field					√		
The Town Green			√	√	√	√	
Mount Cushman				√	√	√	
National Forest Campground at Chittenden Brook				√	√	√	
White River				√	√	√	
Mill Village	√		√				
The Hollows		√	√	√	√	√	Scenic Vermont.
Bethel Mountain Road		√		√		√	

Vermont Verde Antique Quarry		√					Since the early 1900s.
Rochester Village Center Designation		√	√				

Town of Stockbridge							
Resources	A	C	H	N	R	S	Notes
Stockbridge Common Historic District			√			√	
Orestes Brownson Monument		√	√				
Lamb Monument			√				
Central VT ATV Club					√		
White River Valley Camping Area					√	√	
Taggart Brook				√	√	√	
Tweed River				√	√	√	
Bartlet Brook				√	√	√	
Basin Brook				√	√	√	
Guernsey Brook				√	√	√	
Boutwell Brook				√	√	√	
Broughton Brook				√	√	√	
Brown Brook				√	√	√	
Dalton Brook				√	√	√	
Betsy Bartlet Grave			√				
No Town			√	√	√	√	
Greely Talc Mine	√			√	√		
Geocaching					√		
Ted Green Ford			√				Oldest Ford dealership in New England.
Stone Revival		√					
Les Newell Wildlife Management Area				√	√	√	
Stockbridge/Gaysville Historical Society		√	√				
Belcher Library		√	√				
Peavine Park					√		
Veterans Honor Roll		√	√				Located on Stockbridge Common.

Town of Pittsfield							
Resources	A	C	H	N	R	S	Notes
Green Mountain National Forest				√	√	√	59% of land in Pittsfield
Village Park/Town Common				√	√		
Softball field by Stanley Tools					√		
West Branch of Tweed River				√	√		
Veteran's Monument		√	√				

Pittsfield Village Center Designation		√	√			√	
Townsend Brook Commercial Area						√	
Meadow Lands Area				√	√	√	
Forest Reserve - Conservation Area				√	√	√	Owned by timber companies, in forest management activities
The FlatIron Loop				√	√	√	Upper/Lower Michigan Rds
Pittsfield Historical Society		√	√				
Pittsfield Country Store		√	√				

Town of Killington							
Resources	A	C	H	N	R	S	Notes
Deer Leap Mountain				√		√	
Sherburne Pass				√		√	
Ottawaquechee River				√		√	
Kent Pond				√	√	√	
Colton Pond				√	√	√	
Pico Pond				√		√	
Killington Resort					√	√	Second highest peak in VT
Pico Mountain Resort					√	√	
Mountain Meadows Nordic & Snowshoe Area					√	√	
River Road Bicycle and Pedestrian Path					√	√	
Thundering Brook				√	√	√	
Thundering Brook Trail & Baker's Falls				√	√	√	
Deer Leap Rock Trail				√	√	√	
Pico Peak Trail				√	√	√	
Long Trail				√	√	√	
Appalachian Trail				√	√	√	
Roaring Brook				√		√	
Falls Brook				√		√	
Gifford Woods State Park				√	√	√	
Coolidge State Forest				√	√	√	
Green Mountain National Forest				√	√	√	
Green Mountain National Golf Course					√	√	
Herbert I. Johnson Recreation Area					√	√	
Killington Arts Guild Gallery		√					
Church of Our Savior at Mission Farm		√	√			√	Listed on National Register of Historic Places

Town of Bridgewater							
Resources	A	C	H	N	R	S	Notes
Bald Mountain				√	√	√	
Brick School House	√		√				
Bridgewater Recreation Field					√		
Grange Hall	√		√				State Historic building
Morgan Peak				√	√	√	
Montague Hill				√	√	√	
North Branch Ottauquechee River			√	√	√	√	
Pinnacle				√	√	√	
Southgate Mountain				√	√	√	
Appalachian Trail					√		
The Marketplace at Bridgewater Mill		√	√				
Les Newell Wildlife Management Area				√		√	
Coolidge State Forest					√		
Ottauquechee Wildlife Management Area				√			
Richard Southgate House			√				
Long Trail Brewing Company		√					
Ottauquechee River		√					
Chateauguay-Dailey Hollow Conservation Area			√	√		√	

Town of Plymouth							
Resources	A	C	H	N	R	S	Notes
Remains of Civilian Conservation Corps (CCC) dam/CCC Road	√			√		√	Located near Coolidge State Park entrance
Rooks Mining Company "Plymouth Gold"	√						Plymouth Five Corners
Lime kilns scattered	√						
Tyson Irons Works	√						
Wilder House		√	√				
Lynds Hill Road				√		√	
President Calvin Coolidge State Historic Site		√	√		√	√	National Historic Landmark
Calvin Coolidge Memorial Foundation		√	√				
Union Christian Church	√	√	√				Former church of President Coolidge
Plymouth Cheese Factory / Plymouth Artisan Cheese		√	√				Second oldest cheese factory in US
Plymouth Historical Society		√	√				
Crown Point Military Road		√	√			√	

Woodward Reservoir				√	√	√	
Black Pond				√	√	√	
Colby Pond / Kingdom Road				√	√	√	
Amherst Lake				√	√	√	
Echo Lake				√	√	√	
Lake Rescue				√	√	√	
Rescue Caves				√	√	√	
Bear Creek Mountain Resort					√	√	
Camp Plymouth State Park					√	√	
Coolidge State Park					√	√	
Hawk Mountain Resort					√	√	
Snowmobile Vermont/Plymouth Snow Sneakers					√	√	
Farm & Wilderness, Bethany Birches Camps					√	√	Outdoor education camps

Town of Ludlow							
Resources	A	C	H	N	R	S	Notes
Black River and its tributaries		√	√	√	√	√	
Black River Academy Museum		√	√				
Buttermilk Falls Swimming Hole (Branch Brook)				√	√	√	Located in Okemo State Forest
Crown Point Military Road			√				
Fletcher Farm School for the Arts and Crafts		√					
Ludlow Lakes District				√	√	√	Includes Lake Rescue, Lake Pauline and Round Pond
Ludlow Farmers Market		√					
Ludlow Mountain				√	√	√	
Ludlow Side Hill Cronchers					√		Part of the VAST network.
Ludlow Village Historic District		√	√				Listed on National Register of Historic Places
Okemo Mountain Resort/ Jackson Gore		√			√	√	Four season resort.
Okemo State Forest				√	√	√	Includes Buttermilk Falls, and the Healdville hiking trail and Catamount cross country ski trail on western side of mountain.
Okemo Valley Golf Club					√	√	
Tiny Pond Wildlife Management Area				√	√	√	
Town Recreation Areas – Dorsey Park, Fletcher Fields, Little League Park, Town Hall, and West Hill Recreation Area					√		Includes a variety of facilities for team sports, tennis courts, a skateboard park and ice skating rink.
Veterans Memorial Park		√				√	Events include summer concerts and the Vermont State Zucchini Festival.

Town of Cavendish							
Resources	A	C	H	N	R	S	Notes
Proctorsville Historic District		√	√				State Historic Districts
Cavendish Historic District		√	√				State Historic Districts
Cavendish Universalist Church		√	√				National Register of Historic Places
Glimmerstone		√	√				National Register of Historic Places
Brook Farm		√	√				National Register of Historic Places
Atherton Farmstead		√	√				National Register of Historic Places
Crown Point Road		√	√		√		Long distance highway dating to 1759 which can still be hiked in some areas
Proctorsville Gulf				√			
VT-131 Scenic Highway						√	State Designated Scenic Highway
Albert C Lord State Forest				√			
Black River				√	√	√	Includes trophy trout fishing
Hawks Mountain Wildlife Management Area				√	√	√	
Knapp Brook Wildlife Management Area				√	√	√	
Proctor Piper State Forest				√	√		

Town of Andover							
Resources	A	C	H	N	R	S	Notes
Andover Community Church		√	√				State Register of Historic Places
Bergquist House, Davidson House, Elliot House, Hale House, Halloway House, Hazeltine House, Jacquith House, and Marie Hill Farm			√				State Register of Historic Places
Markham Mountain				√	√	√	
Okemo State Forest				√	√	√	
Rowell's Inn (Simonsville)		√	√				National Register of Historic Places
Tater Hill Golf Club					√	√	Located in Andover/Windham; Operated by Okemo Mountain Resort
Terrible Mountain				√	√	√	
Town Hall		√	√				State Register of Historic Places
Town Highway 17 Bridge over Nancy Brook		√	√				State Register of Historic Places

Town of Weston							
Resources	A	C	H	N	R	S	Notes
West River	√	√	√	√	√	√	Stocked fishing stream
Cold Spring Brook	√		√	√		√	Foundations of old mills, factories

Wantastiquet Pond				√	√	√	Private fishing preserve
Greendale Campground				√	√	√	Camping, fishing, hiking, cross-country ski
Farrar Park (Weston Green)			√	√	√	√	19th century Bandstand, lawn, trees, Civil War marker
Wilder Memorial Library		√	√				Fiber optic Internet in a historic
Green Mountain Nat'l Forest	√			√	√	√	Old roads and hiking trails
Okemo State Forest				√		√	
Weston "Island"			√	√	√	√	Weston's first settlement, soccer fields
Weston Playhouse		√	√				Plays, Opera, Antiques & Craft Shows
Farrar-Mansur Museum		√	√				1797 dwelling and tavern
Old Mill Museum		√	√				Waterwheel, turbine powered grist mill, 19th century woodworking tools & machinery
Craft Building Museum		√	√				Home to restored 1880 bandwagon. Former fire house, blacksmith shop

Town of Londonderry							
Resources	A	C	H	N	R	S	Notes
West River	√	√	√	√	√	√	provides fishing, swimming and boating
Depot building and the West River Trail		√	√		√		
Lowell Lake	√	√	√	√	√	√	a one hundred acre lake, of which three quarters of the shoreline is owned by the VT State Forests and Parks and Recreation
Lily Pond		√	√	√			Private, no access
Gail Meadows Pond	√			√	√	√	Most of pond and the access is in Winhall
Glebe Mountain				√		√	
Magic Mountain Ski Resort			√		√		
Boyton, Hell's Peak, Mansfield, Middletown, Reilly, Under Mountain, and Winhall Hollow Roads						√	
4th of July Parade and Farmers Market		√			√		
Town Parks					√		Ball fields, playground, tennis courts, swimming pond
Winhall Brook Recreation Area	√		√		√	√	owned and managed by the Army corps of Engineers, providing camping, hiking, swimming, hunting and a trail to the Ball Mountain
South Londonderry Historic District		√	√				Numerous historic buildings
South Londonderry Free Library		√	√				has over 17,000 volumes in its collection

Town of Jamaica							
Resources	A	C	H	N	R	S	Notes

Mill Brook, Cobb Brook, North Branch of Ball Mountain Brook, Ball Mountain Brook (above the North Branch) and Turkey Mountain Brook.	√	√	√	√	√	√	
West River	√	√	√	√	√	√	Provides fishing, swimming and kayaking the whitewater
Cole Pond, Adam Pond and Forrester Pond		√	√	√	√	√	
Jamaica Village		√	√			√	
Glebe Mountain					√	√	
Cobble Hill	√	√	√	√	√	√	
Coleman Hills Farm	√	√			√		The largest remaining commercial agricultural operation in Jamaica
Ball Mountain, Turkey Mountain Ridge, College Hill, Mundal Hill, Sage Hill, Shatterack Mountain and The Pinnacle.		√		√	√	√	
Jamaica Memorial Library		√					
Hamilton Falls Natural Area, the Pikes Falls Natural Area, the Ballantine Ball Field, and Ball Mountain Lake.		√	√				
Jamaica State Park		√	√	√	√	√	
West River Trail		√	√	√	√	√	
Ball Mountain Dam				√	√	√	
Jamaica School Playground					√		

Town of Wardsboro							
Resources	A	C	H	N	R	S	Notes
The History Group			√				Non profit, Wardsboro Historical Society
VAST Snowmobile Trails				√	√	√	
Wardsboro Pathfinders				√	√	√	Snowmobile club
General Stores (2)							Wardsboro (has gas), West Wardsboro
Large Tracts of forest				√	√	√	Green Mountain National Forest 89%, Wardsboro Town Forest (60 acres)
Robert and Ruth McMichael Memorial Town Park			√		√	√	Skateboard park, basketball, skating rink, playground, swings, softball field, picnic tables BBQ
Wardsboro Public Library		√	√				Danforth Building offers free wifi, public computers public programming
Friends of Wardsboro Library		√					Non profit
Cemeteries (6)		√	√	√		√	East Hill, West Wardsboro, Smead, Fairview, Duncan Rd & South Wardsboro

Town Hall		√	√				Vermont Register of Historic Sites, Built in 1907, rebuilt 1928 due to fire
Wardsboro Fire & Rescue		√	√				Volunteer, 911 system, Rapid Response Team, ambulance
Wardsboro Elementary School		√	√				PreK - 6 & Emergency Shelter with generator
Sports offerings						√	Soccer, Basketball, Little League & Softball
Post Office (2)			√				Wardsboro, West Wardsboro
Churches (3) & Vestry		√	√			√	South - Congregational, Main St - Methodist, West - Baptist
July 4th Street Fair		√				√	Benefits churches, held annually since 1949,, attracts 4000+/- people
Bucketville News		√					Free monthly community wide newsletter

Town of Stratton							
Resources	A	C	H	N	R	S	Notes
Grout Pond	√	√	√	√	√	√	From beginnings as a Boy Scout Camp
Somerset Reservoir	√	√	√	√	√	√	Hydroelectric power use as well as recreation
Appalachian Trail		√	√	√	√	√	
Vermont's Long Trail	√	√	√	√	√	√	
Stratton Mountain	√	√	√	√	√	√	
Stratton Ski Resort			√		√	√	
Stratton Pond	√			√	√	√	
Old Schoolhouse		√	√				
Old Town Center		√	√				
GMNF	√	√	√	√	√	√	
Catamount Trail		√	√	√	√	√	
Stratton Mountain Village					√		
Daniel Webster Monument		√	√				Speech to 15,000 people gathered
Stratton Fire Tower		√	√			√	
Multiple Cemeteries		√	√				

Town of Dover							
Resources	A	C	H	N	R	S	Notes
West Dover Village District	√	√	√			√	On National Historic Register
East Dover Village District	√	√	√			√	
Dover Town Hall and Common		√	√			√	
Mount Snow Ski and Golf Resort		√			√	√	The original golf school and major ski resort
Carinthia Ski Area					√	√	

Dover Valley Trail					√	√	
Crosstown Trail				√	√	√	
Green Mountain National Forest				√	√	√	5000 acres within the Town
Cooper Hill Overlook				√		√	Majestic views to Mount Monadnock in New Hampshire
The Moover		√			√		Fare-free transit system
Dover Park					√	√	Coming in 2013
Dover Free Library		√	√				100th anniversary in 2013!
Mother Goose House			√				Historic goose feather industry
Old Iron Mines	√			√			Near Carinthia
Old Marblebeds	√			√			Near Mount Snow
Tannery Road Restaurant Building			√				Former home of the Roosevelt family and part of original Waldorf Astoria
Cottage Maple Syrup Industry		√					12 producers, some open to public in season
Home of the Straddlebug		√	√				Iconic biscuitto dip in freshly made maple syrup- recipe a secret!
West Dover Inn			√			√	One of the oldest in Vermont
Deerfield River			√	√	√	√	Runs parallel to Route 100
Stoyan Christowe Monument		√	√				Macedonian immigrant who became state senator and author
Dover Historical Society	√	√				√	Amazing collection of Dover history in vintage house settling and displays
Handle Road		√			√	√	Beautiful Town road with old summer homes; great place to walk or bike

Town of Wilmington							
Resources	A	C	H	N	R	S	Notes
Town Common			√		√	√	
Pettee Memorial Library		√	√			√	
Norton House 1836 Country Store	√		√				
Wilmington Historical Society		√	√				
Numerous Scenic Overlooks				√	√	√	
Molly Stark Firetower			√		√	√	
Molly Stark Byway Historic Obelisks			√		√		
Molly Stark State Park				√	√	√	
Lake Raponda			√	√	√	√	
Green Mountain Beach				√	√	√	
Lake Whitingham				√	√	√	
Wards Cove				√	√	√	

Mountain Mills				√	√	√	
Medburyville				√	√	√	
Spruce Lake				√	√	√	
Haystack Pond				√	√	√	
Deerfield River				√	√	√	
East Branch Fly Fishing				√	√	√	
533 Acres of Class II Wetlands				√		√	
Wheeler's Farm		√		√		√	
Boyd Family Farm		√			√	√	
Adam's Farm		√			√	√	
Haystack Peak				√	√	√	
Haystack Resort					√	√	
Buzzy Park		√			√	√	
Bank Park		√			√	√	
Village of Wilmington		√	√		√	√	
Remains of River Mill			√	√			

Town of Whitingham							
Resources	A	C	H	N	R	S	Notes
Whitingham Village Historic District	√	√	√			√	Buildings constructed between 1840 and 1950
Sadawga Lake			√	√	√	√	
Lake Whitingham			√	√	√	√	Largest body of water within VT borders
Sprague Falls	√			√	√	√	
Holbrook Pond				√	√	√	
Clara Lake				√	√	√	
Shippee Pond				√	√	√	
Jacksonville Pond				√	√	√	
Ryder Pond				√	√	√	
Laurel Lake				√	√	√	
Gates Pond				√	√	√	
Large tracts of forest	√	√	√	√	√	√	80% of Whitingham lands are forest
Monument to Brigham Young		√	√	√	√	√	
Town Hill Common		√	√		√	√	Original site of Whitingham Village, now a park including picnic tables, grilles, ball field and playground
Lake Whitingham earthen dam			√		√	√	Largest earthen dam
Glory Hole			√			√	Large spillway for the dam

Floating Island	√		√	√	√	√	One of only 2 floating bogs in VT
Green Mountain Giant	√		√	√	√	√	A Glacial Erratic, largest boulder in VT
Abandoned lime works	√	√	√				
Silver Mine	√	√	√	√			
Green Mountain Hall		√	√			√	Home of historic society, original schoolhouse #9
Municipal Center		√	√			√	Originally a school house built in the 1900's
Catamount Trail		√	√	√	√	√	Once a railroad bed, now a recreational trail
Deerfield Valley Sportsmen's Club		√				√	Offers hunter safety courses and shooting range
Atherton Meadows Wildlife Mgmt. Dist.		√	√	√	√	√	799 acres of preserved forest land
Honora Winery		√				√	Tasting Room
Amos Brown House		√	√			√	Built in 1802, oldest house in Whitingham

Town of Stamford							
Resources	A	C	H	N	R	S	Notes
Appalachian/Long Trail			√		√	√	3 miles up County Road
Billmont's General Store	√						Food, gas and sundries
Houghton and Millard Cemeteries			√				
Roaring Brook Cascades				√	√	√	
Stamford Community Church		√	√				Historical building
Stamford Community Library		√	√		√		Open to public
Stamford Family Day		√			√		August foot race, gymkhana, parade, barbeque, music, fireworks
Stamford Pond				√	√	√	Located within Green Mountain National Forest
St. John Bosco Catholic Church		√					
Stamford Valley Golf Course and club house				√	√	√	On The Lane
Sucker Pond				√	√	√	Located on the Appalachian/Long Trail

Section III: Designation Process and Partnerships

The Scenic Route 100 Byway is a corridor that communities regard as a special resource to be promoted and managed, overcoming jurisdictional barriers with its designation will allow for the development of regional interpretive products, marketing, information sharing, resource management, and transportation improvements.

The first 6 towns designated in the Scenic Route 100 Byway began through an initial conversation occurred between representatives of the Killington and Okemo regions, seeking to identify the opportunities for partnerships that would encourage promotion and awareness of Route 100 in the region. Citing the shared goals of the initiating parties, knowledge of the Vermont Byway Program, and lack of an existing Vermont Byway within a large portion of the south-central region, the representatives easily agreed to seek nomination within the Vermont Byway Program. The initiating parties reached out to the neighboring communities, meeting with Selectboards, and as a result, receiving their support and appointment of representatives to serve on the Steering Committee.

The Scenic Route 100 Byway was officially designated as a Scenic Byway on April 14, 2011 and became Vermont’s 8th Scenic Byway. It was the intent of the Byway Committee to expand the designation north to meet with the Mad River Valley and south to meet the Molly Stark Byway as the next step after designation. This second designation process was a coordinated effort as the Committee headed north and south on Route 100 integrating an additional 14 towns to the existing Byway.

The Steering Committee was organized with at least one representative from each town along the byway. Committee members include local officials, regional planning commissions, members of chambers of commerce, historical societies, and other interested citizens. The Committee expressed a need to achieve sustainable growth in the tourist economy while promoting conservation of valued resources along the Route 100 corridor.

Representatives were appointed from Selectboards of the partnering towns. Those representatives are:

<u>Town:</u>	<u>Representative</u>	<u>Title/Appointment</u>
Granville	Cheryl Sargent	Selectboard
Hancock	Sara Deering	Community Member
Rochester	Larry Plesent	Community Member
Stockbridge	Janet Whitaker	Community Member
Pittsfield	Jennifer Wall Howard	Planning Commission
Killington	Seth Webb	Town Manager
Bridgewater	Rita Seto	Two Rivers-Ottawaquechee Regional Commission
Plymouth	Tesha Buss	Good Commons
Ludlow	Brent Karner	Business owner, Clear Lake Furniture
	Brian Halligan	Director of Sales, Okemo Mountain Resort

Cavendish Andover	Rich Svec Katharine Otto	Town Manager Southern Windsor County Regional Planning Commission
Weston Londonderry	Annie Fujii Jim Lind	Conservation Commission Director, Londonderry Chamber of Commerce
Jamaica Wardsboro Stratton Dover Wilmington	Matt Mann Jennifer Densmore Steve Goldfarb Linda Anelli Adam Grinold	Windham Regional Commission Community Member Community Member Town of Dover Mount Snow Valley Chamber of Commerce
Whitingham Stamford	Bonnie Jo Eunice Rice/ Chris Dargie	Town of Whitingham, Town Administrator Town of Stamford, Selectboard Chair

Organizations

Marji Graf, CEO, Okemo Valley Chamber of Commerce
 Amy Morrison, Town of Killington, Office of Killington Economic Development and
 Tourism
 Larry Plesent, Green Mountain Valley Business Community
 John LaBarge, Program Manager for State Byways, Vermont Agency of Transportation
 Katharine Otto, Assistant Planner, Southern Windsor County Regional Planning
 Commission
 Tom Kennedy, Executive Director, Southern Windsor County Regional Planning
 Commission
 Rita Seto, Senior Planner, Two Rivers-Ottawaquechee Regional Commission
 Adam Grinold, Director, Mount Snow Valley Chamber of Commerce
 Matt Mann, Senior Planner, Windham Regional Commission
 William Jenney, Calvin Coolidge State Historic Site

Section IV: Implementation Goals & Strategies

A collaborative effort of the regional planning commissions, project steering committee, communities, and interested citizens and organizations developed goals and strategies to protect, preserve and promote the best qualities of the Scenic Route 100 Byway and to support improvements as appropriate. Local and regional objectives were formed based upon objectives from town plans (Appendix C). Implementing these strategies in a coordinated manner will promote attainment of the Byway vision by stimulating sustainable growth and development. With a clear plan and a network of organizations to assist with implementation of these strategies throughout the corridor will result in a consistent theme that will unify the communities along the Scenic Route 100 Byway.

A. Local Management Structure

The Scenic Route 100 Byway Committee was created to pursue implementing strategies throughout the corridor. The Committee will meet on a regular basis and may establish sub-committees to develop initiatives and projects to successfully fulfill the Byway's goals and to ensure sustainability of the Byway efforts. A number of existing regional and state organizations with complementary missions will provide assistance and support as appropriate. With the expansion of the Route 100 Byway to include 20 towns, the Committee will be looking to restructure the organization to represent northern and southern towns, which will be reflected in the upcoming bylaws update.

State support and assistance

The Vermont Agency of Transportation (VTrans) had historically provided technical support for the Vermont Scenic Byway Program through its Byway Program Manager. The Scenic Byway Program has moved under the Vermont Department of Tourism and Marketing umbrella. The Vermont Byway Council is responsible for reviewing plans and strategies, and offering suggestions prior to forwarding a request for designation to the Transportation Board. The Byway Committee would need to coordinate and consult with the Vermont Agency of Natural Resources (ANR) for any projects relating to natural resources in the corridor, whether originated from ANR or from the Byway Committee. Programs developed by the Vermont Department of Housing and Community Affairs (DHCA) can complement the efforts of the Byway Committee to ensure that the Scenic Route 100 Byway remains an attractive and economically viable region.

Regional support and assistance

The towns within the Scenic Route 100 Byway fall into the areas covered by five regional planning commissions – Rutland Regional Planning Commission (RRPC), Southern Windsor County Regional Planning Commission (SWCRPC), Two Rivers-Ottawaquechee Regional Commission (TRORC), Windham Regional Commission (WRC) and Bennington County Regional Commission (BCRC). Regional planning commissions provide technical planning support to municipalities in the areas of land use, transportation, economic development and brownfields, and natural resources. The regional planning commissions also encourage coordinated development throughout the region through their regional plans. By collaborating with the regional planning commissions on the Scenic Route 100 Byway project, these organizations will ensure that implementation

strategies are consistent throughout the corridor and address common needs and objectives.

The Chambers of Commerce have the ability to promote new and existing tourist attractions throughout the Route 100 corridor. Within the Scenic Route 100 Byway, four Chambers are represented – Killington, Okemo Valley, and Mount Snow Valley, in addition to the newly formed Green Mountain Valley Business Community. The Chambers have connections to the many businesses and organizations that they serve. It is expected that these organizations will be represented on the Byway Committee and that those representatives will ensure close inter-agency coordination.

Local support and assistance

At the local level, the support and participation of Town officials, affiliated historical societies, and businesses along the Byway corridor will assist in the vision and implementation of goals and strategies outlined in the next section.

B. Goals & Strategies

The Vermont Byway Manual indicates that this program is designed to be a tool for communities and regions. Communities define what they want their byway to accomplish, whether it be promotion, infrastructure improvement, resource protection, or a combination of both. A first step for any designation process should be a clear definition of byway objectives. Clear objectives will help guide the inventory and assessment steps.

In keeping with the Vermont Scenic Byways Program, the Scenic Route 100 Byway Planning Committee formulated three overarching broad objectives:

- *to promote economic development,*
- *to preserve and enhance intrinsic resources, and*
- *to increase awareness of heritage, recreational and cultural resources.*

Five specific objectives were developed to provide the basis for identification, implementation, and management of the corridor's intrinsic resources and are intended to stimulate, promote and sustain economic, recreational, and environmental benefits for the corridor's communities and transportation systems. Under these five intrinsic qualities objectives, six specific goals were established for the byway along with strategies for achieving them. These goals directly correspond to the goals and strategies outlined in the byways' communities planning documents (Appendix C which includes town plans goals). The Committee will seek to pursue these goals when local government support exists and will seek funding and partnerships to complement town plans and projects.

Economic Development and Tourism

Route 100 in Vermont is already recognized as a tourist destination. The route has a wide range of resources – historic, cultural, scenic, natural and recreational – that provide the foundation of the local economy. The Route 100 Byway planning committee seeks to promote and enhance sustainable economic development and tourism throughout the Byway.

Economic Development and Tourism Objective: Promoting and enhancing tourism and economic development opportunities in a manner that compliments the existing rural character of the towns.

Goal A: Continue building a brand for the Byway that builds off the intrinsic qualities and drives both regional and national awareness of the Byway.

- **Strategy A1:** Create marketing tools to include but are not limited to maps, logo, and website to support the Byway brand.

Goal B: To encourage a strong and diverse regional economy that provides job opportunities for residents while maintaining the towns' unique quality of life.

- **Strategy B1:** Support economic development activities are supported by town plans, local businesses and community members that are in harmony with the town's historic physical environment, and traditional development pattern of the town's character.

- **Strategy B2:** Encourage diversification of the tourism industry with a recreational and cultural character that supports four season tourism.

Recreation Opportunities

The communities along Route 100 offer four seasons of active and passive recreation. The local mountains and valleys are used for skiing, snowboarding, snowshoeing, snowmobiling, hiking, hunting, fishing, golfing, and camping. Local roads are frequently used by bicyclists. Local lakes and natural pools are used for boating, fishing and swimming. Village centers host a wide range of historic and cultural sites.

Recreation Objective: Increasing and improving access to recreational opportunities and providing amenities for the public. This involves improving bicycling and walking opportunities along the Byway, ensuring and improving access to recreational resources, and providing information to promote recreational use and enjoyment.

Goal C: To promote increased access to active and passive recreational opportunities for travelers and local residents along the Byway.

- **Strategy C1:** Support sustainable access to recreation opportunities.
- **Strategy C2:** Identify and support the development of new recreational opportunities.
- **Strategy C3:** Increase awareness of recreational opportunities through websites, kiosks, brochures and other promotional techniques.
- **Strategy C4:** Improve information, signs, and other features that promote safety and proper visitor use at recreational facilities.

Historic, Archaeological and Cultural Resources

The Scenic Route 100 Byway is home to a wide range of historic and cultural resources that form the foundation of the character of many of the rural communities.

Historic, Archaeological and Cultural Objective: Preserving historic, archaeological and cultural amenities to include sites and activities which are unique to the corridor.

Goal D: Support the preservation and promotion of historic, archaeological and cultural sites and activities along the Byway.

- ✦ **Strategy D1:** To encourage preservation of historic sites through continued or adaptive re-use.
- ✦ **Strategy D2:** Encourage and support conservation of places that have exceptional historic and cultural resource values.
- ✦ **Strategy D3:** Support the increase in awareness of historic and cultural resources through education and outreach, such as signage, websites, exhibitions, events and brochures.

Scenic and Natural Resources

Traveling along the edge of Vermont's Green Mountains, scenic and natural resources are a key component of community life and a key attraction for visitors to the area.

Scenic and Natural Resources Objective: Preserving and protecting the scenic and natural resources which are unique to the corridor.

Goal E: To preserve the rural character of the communities by protecting and sustaining their environmental and natural resources.

- ✦ **Strategy E1:** Promote and encourage preservation of the scenic character of the towns.
- ✦ **Strategy E2:** Encourage and support the preservation of significant natural areas, wildlife habitats and locations of special educational and scientific value.
- ✦ **Strategy E3:** Encourage and support conservation of places that have exceptional aesthetic, recreational and natural resource values.
- ✦ **Strategy E4:** Support the preservation of local lands and the creation of greenways along and near the Byway.
- ✦ **Strategy E5:** Encourage compatible uses of lands for recreation, tourism and economic benefit where such uses will not impair the quality of wildlife habitat, other natural resources and private property rights.

Transportation

Route 100 is a well-used component of Vermont's road network providing connections north-south in the center and southern part of the state. As part of the Byway effort, we

will work to support safe, multi-modal transportation network, focusing both on the improvement of existing infrastructure and the introduction of additional transportation infrastructure.

Transportation Objective: Supporting safe, multi-modal transportation by improving existing infrastructure and promoting alternative means of transportation.

Goal F: Support the creation of a safe, multi-modal transportation network that is consistent with the character of the local communities.

- **Strategy F1:** Maintain and enhance a transportation system that is consistent with the rural character of the Byway.
- **Strategy F2:** Support a coordinated highway system which allows safe, effective and pleasurable travel within and through the towns.
- **Strategy F3:** Support the designation of local roads as “scenic roads”.
- **Strategy F4:** Support the development of local and regional public transit systems.
- **Strategy F5:** Support the creation of suitable parking opportunities and scenic pull-offs along the Byway.
- **Strategy F6:** To encourage alternative methods of transportation within the towns and to other areas through the development of pedestrian walkways, bike paths and central transportation systems.
- **Strategy F7:** Provide interpretive panels at pull-offs and trailheads to educate and provide information to visitors and residents alike of unique natural features.

Section V: Conclusion

The Scenic Route 100 winds along the edge of the Green Mountains traversing four counties in southern Vermont, extending from the north at the Granville Gulf area in Addison County to Stamford in Bennington County (excluding Readsboro) at the Massachusetts border. Vermont Route 100 is recognized as a popular tourist destination. The area is already known as one of the most scenic drives in New England and is part of “Skiers Highway” which connects some of the best skiing and riding opportunities in the north east. This one hundred thirty-eight mile section of the Route has a wide range of resources – historic, cultural, scenic, natural, and recreational – which provide the foundation of the local economy. Scenic Route 100 has some of the best outdoor recreation in Vermont as well as an abundance of historical and cultural attractions. Our corridor begins at the Granville Gulf area where it picks up from the Mad River Valley Byway, through Hancock connecting the first Scenic Route in the state (Route 125) which heads west over the mountains into Middlebury along the Lake Champlain Byway. Route 100 travels through Killington and Bridgewater linking up with the Crossroad of Vermont Byway (US Route 4). Bridgewater has two access routes on Route 100 and Route 100A which connects through Plymouth and to the President Calvin Coolidge Historic Site. Route 100 continues to Ludlow where it connects with VT Route 103 to include Scenic Route 131 and Fletcher Farm School for the Arts and Crafts. Continuing south into Windham County and passing by Jamaica State Park, Route 100 travels through the Deerfield River Valley where it intersects with the Molly Stark Byway in Wilmington (VT Route 9). The Byway concludes in Stamford at the Massachusetts’s border.

Formal designation expansion of Route 100 from the Granville Gulf area to Stockbridge, Cavendish and Weston to Stamford to join the existing Scenic Route 100 Byway will provide a way for local communities to identify, protect, and promote the special character of the corridor. Expanding the designation of the Scenic Route 100 Byway will support our five goals: support economic development through expanded tourism; promote our area as a top recreation destination; preserve and protect the scenic and natural resources that are unique to the corridor; preserve and protect the historical, cultural and archeological resources which are unique to the corridor; and support safe multi-modal transportation.

The first goal of the Scenic Route 100 Byway is to promote and enhance tourism opportunities throughout our byway through sustainable economic development and conservation. We will create a brand for our byway that builds off the intrinsic qualities, which will drive both regional and national awareness to our area.

Our second goal is to increase and improve access to recreational opportunities and provide amenities for the public. This involves creating bicycling and walking paths and improving access to recreational resources. Our corridor’s resources include both Killington Resort, Okemo Mountain Resort and Mount Snow Resort as the top three year-round recreational destinations as well as public access to the lakes; Echo, Rescue, Pauline and Amherst. Lakes Raconda, Whitingham, Sadawga, Lowell, and the Black, West, Deerfield Rivers provide numerous opportunities for public access and outdoor recreation in the southern part of the state.

Our third goal is to preserve and protect the scenic and natural resources that are unique to the corridor. Each town along the byway has special scenic and natural resources, from the mountains to the lakes. It is one of our goals to encourage compatible uses of lands for recreation, tourism and economic benefit where such uses will not impair the quality of wildlife habitat and other natural resources.

Our fourth goal is to preserve historic, archeological and cultural resources. Our Byway is rich in history including the President Calvin Coolidge State Historic Site in Plymouth, the Black River Academy Museum in Ludlow, multitudes of historic inns and general stores along the byway, and a monument to Brigham Young in Whitingham. We intend to support and increase awareness of historic, archeological and cultural resources through education and outreach, such as signage, websites, exhibitions, events, mobile marketing, adding to existing way stations and creating brochures.

Our fifth and final goal of our Scenic Route 100 byway would be to support safe, multi-modal transportation, focusing on the improvement of existing infrastructure, creating bike and walking paths and promoting alternative means of transportation to make our byway safe for citizens and visitors alike.

The Vermont Byways Program recognizes how scenic roadways are a vital component for accessing local and regional resources. The Route 100 corridor is already a significant tourist destination. The Scenic Route 100 Byway Corridor Management Plan is part of an effort to identify, designate and promote the archaeological, cultural, historic, natural, recreational and scenic resources that can be found along this stretch of the scenic Route 100. It is also intended to help bring a more regional approach to planning improvements for this area and promoting its resources, bringing together a wide array of local groups including towns, chambers of commerce, regional planning commissions, local businesses and other local groups to promote a shared identity. The intrinsic qualities of our byway combined with the forests, mountains, lakes and streams make the Scenic Route 100 Byway a special place and an ideal candidate for formal byway expansion.

The Scenic Route 100 Byway is not just intended to help preserve and increase awareness of existing resources in the region. It is also intended to help improve the safety and quality of life for the communities along the Byway and its visitors. It has been important throughout the compilation of this Corridor Management Plan that any activities that may occur along the Byway are in harmony with each town's historic physical environment and traditional development patterns that are an inherent part of each town's character and quality of life.

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Information for the resource inventory and assessment was gathered from a wide variety of sources:

GIS data maintained by Rutland, Southern Windsor County, Two Rivers-Ottawaquechee, Windham and Bennington County Regional Planning Commissions and at the Vermont Center of Geographic Information (VCGI). All relevant currently available GIS data was included in the inventory and additional resource data was added to the GIS databases to enhance the Scenic Route 100 Byway project. This included data for recreational sites, conserved public lands, deer wintering areas, roads and town boundaries.

VCGI, Agency of Natural Resources, and RRPC, SWCRPC, TRORC, WRC and BCRC data were used to outline the recreational trails in the corridor towns. Historic sites and districts were identified using the Historic Sites Surveys of Addition, Rutland, Windham and Windsor counties.

The biologically significant areas were mapped by analysts working for the Vermont Biodiversity Project (VBP). The VBP goal is to “maintain ecological integrity in a manner that insures the long-term viability of all native species and natural community type in Vermont within their natural range”. To accomplish this, VBP identified a network of areas of high biodiversity value that deserve conservation attention.

Other sources of information included existing local tourism maps, leaflets and websites, as well as town and regional plans.

Appendix A. Elements of a Good Corridor Management Plan

Vermont Byways Program Manual

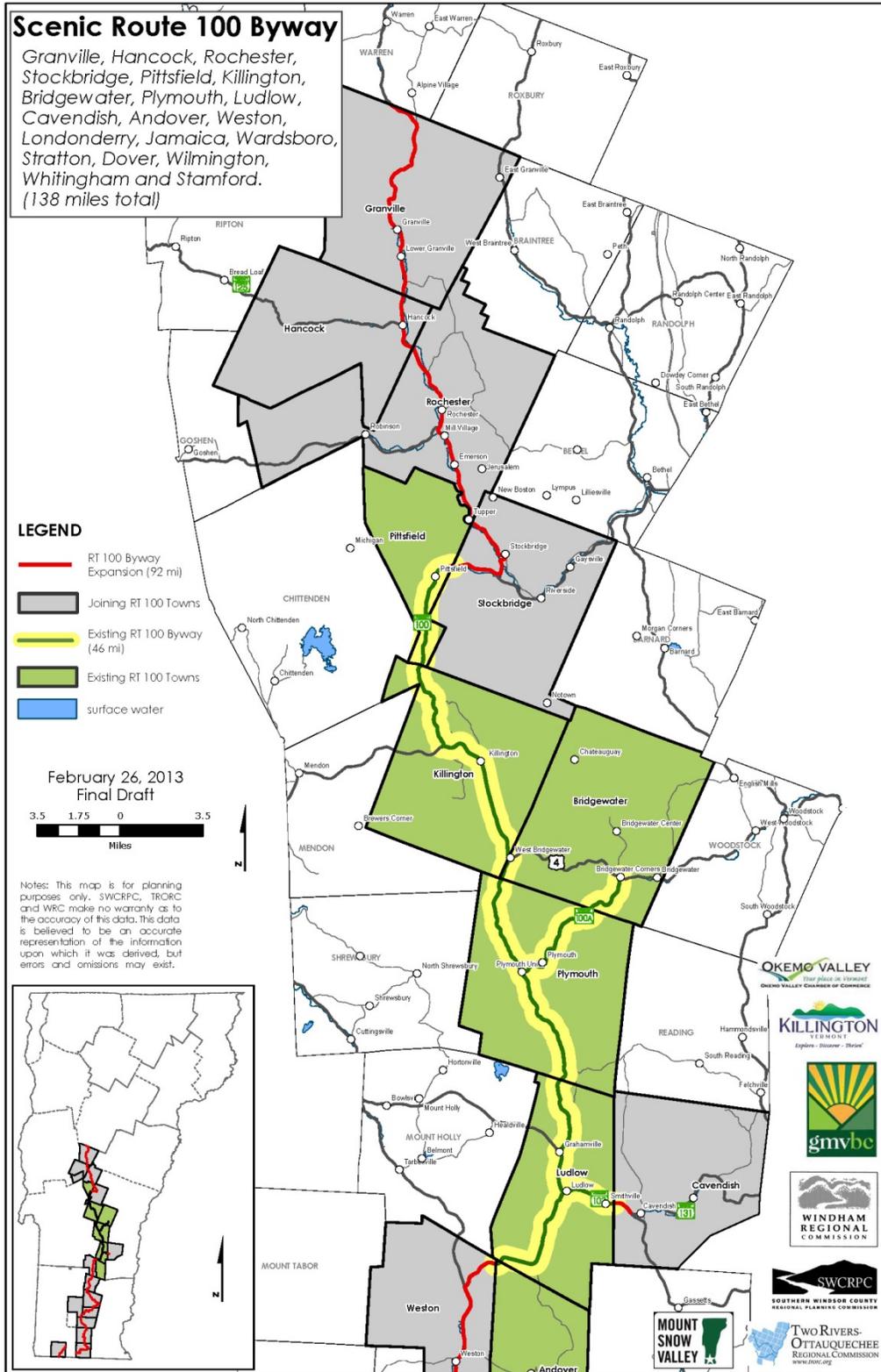
APPENDIX B

THE ELEMENTS OF A GOOD CORRIDOR MANAGEMENT PLAN

Your corridor management plan should provide a comprehensive understanding of your route and your plans to preserve and enhance it. This is especially true if you are intending to seek National Scenic Byway designation. The Federal Highway Administration lists 14 components that must be in any CMP submitted for national designation. Even if you aren't intending to seek national designation, you can't go wrong including them in your plan. Here they are:

1. A map identifying the corridor boundaries, location intrinsic qualities, and land uses in the corridor.
2. An assessment of the intrinsic qualities and their "context" (the areas surrounding them).
3. A strategy for maintaining and enhancing each of those intrinsic qualities.
4. The agencies, groups, and individuals who are part of the team that will carry out the plan, including a list of their specific, individual responsibilities. Also, a schedule of when and how you'll review the degree to which those responsibilities are being met.
5. A strategy of how existing development might be enhanced and new development accommodated to preserve the intrinsic qualities of your byway.
6. A plan for on-going public participation.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians.
9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway.
10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising.
11. A plan to make sure that the number and placement of highway signs will not get in the way of the scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently.
12. Plans of how the byway will be marketed and publicized.
13. Any proposals for modifying the roadway, including an evaluation about design standards and how proposed changes may affect the byway's intrinsic qualities.
14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors.

Appendix B. Map of Corridor (N)



Appendix C. Town Plan Excerpts

It is critical that any byway planning effort be consistent with regional and local plans. The Rutland, Southern Windsor County, Two Rivers-Ottawaquechee, Windham and Bennington County Regional Plans include policy statements that encourage preservation and appropriate use of resources to maintain and enhance the quality of life for residents and to support economic development. The regional plans also identify many specific resources and enumerate strategies that will promote preservation, access, and appreciation of those resources.

The regional transportation plans reinforce those ideas in the context of the area's highways and multi-modal transportation systems. Those plans encourage a variety of users, support regional economic development, and environmental protection. The transportation system will be coordinated with state, regional and local land use objectives and will reinforce them.

Public Involvement

Public meetings will be held with Selectboards, town planning commissions along the Byway corridor and Southern Windsor County, Two Rivers-Ottawaquechee and Windham's Transportation Advisory Committees. Several of those organizations have expressed their support for the Byway (Appendix G) and have designated representatives to serve on the Byway Steering Committee.

Following are excerpts from the Town Plans of municipalities along the Byway that support the objectives of the byway designation.

Granville Town Plan

Transportation

- To recognize the importance of balancing the need to have safe roadways with the desire to maintain appropriate widths and the health of existing vegetation in its role as a structural and aesthetic component of the roads.
- To support local, regional, and statewide efforts to provide public and private transportation systems that meet the needs of all population segments and not just those who use automobiles.

Land Use

- Future land use that allows Granville to continue to be a socially, economically and physically diverse community.

Hancock Town Plan

Transportation

- To maintain a transportation system that is safe, efficient and complements the other goals and policies of this Plan.

- ✦ To support local, regional and statewide efforts to provide transportation systems that meet the needs of all population segments and not just those who use automobiles.

Economic Development

- ✦ It is the policy of the Town to support initiatives that seek to improve community development, provided that they do not put an undue financial burden on the town.

Land Use

- ✦ It is the policy of the town to continue to work to preserve recreational opportunities and an open space system which will reinforce Hancock's attractiveness as a community.

Rochester Town Plan

Economic Development

- ✦ Promote a healthy economy which provides jobs for Rochester residents and helps to support the Town.
- ✦ Consider ways to encourage the kinds of business that will support and enhance the life of the Town.

Transportation

- ✦ To improve the quality of the road system and maintain scenic quality wherever possible.
- ✦ Both Route 100 and Route 73 provide unusually scenic routes through the Town of Rochester and the State of Vermont.

Scenic/Historic

- ✦ Rochester has a wealth of scenic and historic resources that few other towns can match. These resources have been in place many years and give Rochester its identity. There is a public benefit achieved when areas with these outstanding scenic and historical values are preserved for future generations.

Stockbridge Town Plan

Economic Development

- ✦ To strengthen and maintain the town's agricultural and forest economies and to ensure continuance of small town village and rural character.
- ✦ To nurture a strong and diverse regional economy that provides satisfying and rewarding employment opportunities for residents while maintaining environmental standards.

Scenic

- ‡ Protect the Region's rural agricultural character, scenic landscape, and recreational resources.
- ‡ It is the intent of this Plan to preserve outstanding scenic areas and to maintain the relationship between countryside and village-scape, and to discourage developments which have an undue adverse impact on locally recognized scenic resources.

Historic

- ‡ Public improvements, such as road rebuilding, and utility construction, should be developed to avoid undue impacts on significant historic or archeological resources.

Transportation

- ‡ To support local, regional and state-wide efforts to provide transportation systems that meet the needs of all population segments and not just those who use automobiles.

Land Use

- ‡ Future land use needs to maintain an identity for Stockbridge as a distinct community

Pittsfield Town Plan

Transportation

- ‡ To support local, regional and statewide efforts to provide public and private transportation systems that meet the needs of all population segments and not just those who use automobiles.
- ‡ An integral scenic element of the rural countryside is the network of back roads comprising the town's highway system. These byways are both visually and economically important to the Town. If improvements are needed to accommodate increased traffic, the Town shall consider the relationship of the road to the surrounding features of the landscape.
- ‡ The Plan supports pedestrian enhancements that will promote walkability and safety.

Economic

- ‡ To encourage the creation of new and improved job opportunities while maintaining the rural character and natural environment in Pittsfield.
- ‡ Protect the long-term viability of natural resource based industries by preserving rural open spaces and through good stewardship of the land.
- ‡ Economic development activities shall occur in harmony with the Town's historic physical environment, and traditional development pattern of a densely developed center surrounded by rural countryside.

Land Use

- ✦ It is the goal of the Town to maintain the distinct scenic value of the Route 100 corridor by allowing only well-planned, carefully designed, low impact development.
- ✦ It is the goal of the Town to protect the availability of Prime Agricultural Farmland in the Route 100 corridor.

Killington Town Plan

Economic Development

- ✦ To provide a healthy climate for economic growth.

Land Use

- ✦ To protect and conserve natural resources which are intolerant to intensive use and/or perform vital functions in creating and maintaining a safe, healthy and beneficial environment for human habitation;
- ✦ To encourage innovative land development and preserve open space through use of innovative development techniques;
- ✦ To provide access to non-commercial recreational uses where appropriate;

Scenic and Historic

- ✦ To encourage preservation of historic buildings through continued or adaptive use;
- ✦ To protect and enhance scenic views and features;
- ✦ To strive for methods which will ensure that uses are sited to minimize visual conflicts with the existing landscape;
- ✦ To protect significant natural areas and wildlife habitats and locations of special educational and scientific value.

Transportation

- ✦ To provide a coordinated highway system which allows safe, effective and pleasurable travel within and through the Town;
- ✦ To keep the function of highways consistent with the objectives for economic development, for land use and for scenic and historic preservation;
- ✦ To assure that new roads reinforce and support the planned growth patterns of the Town;
- ✦ To encourage alternative methods of transportation within the Town and to points outside through the development of pedestrian walkways, bike paths and central transportation systems, among others;
- ✦ To support public transportation systems such as the Bus to allow residents, visitors and employees a low cost transportation alternative.

Cultural Development

- ✦ To foster the development of cultural activities that may enrich the lives of community members as well as make the Town of Killington attractive as a year-round recreational center.

Bridgewater Town Plan

Land Use

- ✦ Conserve forest lands, wildlife habitats, outdoor recreation, and scenic resources and local history of the Chateauguay area by promoting conservation and sustainable resource management.
- ✦ Protect and conserve rural areas and their natural resources by avoiding scattered development and discouraging incompatible land uses.

Transportation

- ✦ Any road improvements must balance the need versus the environmental, social, cultural, and historical costs.

Conservation

- ✦ To promote and endorse voluntary efforts between landowners and conservation trusts to conserve property that has exceptional aesthetic, historic, recreational, and natural resource values.
- ✦ To maintain or enhance use of land for forestry which provides wildlife habitat as well as recreational opportunities.
- ✦ To increase public awareness and use of energy conservation practices through educational efforts.

Plymouth Town Plan

Land Use

- ✦ To maintain the high quality rural/village character of Plymouth, preserving exceptional scenic beauty and the many natural resources of the town while allowing for moderate growth.
- ✦ Preserve active farm and forest lands.
- ✦ Develop an Open Space and Scenic Resources Plan to identify and prioritize key landscapes, corridors, and vistas.

Transportation

- ✦ To improve the quality of Plymouth's transportation and road systems in order to promote safety and maintain the scenic quality of roads wherever possible.
- ✦ An integral scenic element of the rural countryside is the network of backroads comprising the town's highway system. These byways are both visually and economically important to the Town. It is the policy of the Town that if improvements are needed to accommodate increased traffic, the relationship of the road to the surrounding features of the landscape be fully evaluated.

Scenic and Historic

- ✦ To preserve the town's scenic character, to be enjoyed in the present and in the future
- ✦ Recognize and encourage property owners who maintain lawns and fields, in order to perpetuate the pattern of alternating open spaces and forest that so many people find pleasing. Encourage timber management practices that

create and maintain long-range vistas. Avoid clear-cutting and other unsightly timber management practices along scenic corridors.

- ✦ Encourage appreciation of prehistoric and historic resources by our children by incorporating local history and field trips into the elementary school curriculum.

Ludlow Town Plan

Transportation

- ✦ Inventory and identify scenic roads, and encourage the designation of such roads as “Scenic Roads”.
- ✦ Develop plans for the establishment and extension of existing pedestrian and year-round multi-purpose pathways.
- ✦ Ensure that all pedestrian and bicycle pathways are clearly marked and maintained for safety.
- ✦ Identify public transit needs for children, seniors, and persons with disabilities and, in cooperation with SEVCA Transportation and Okemo Mountain, Inc.; encourage development of local and regional public transit systems.
- ✦ Encourage expansion of train and bus service in Ludlow.
- ✦ Promote multi modal transportation links, such as shuttle parking, and bike/pedestrian paths, linked with bus or train access.
- ✦ Encourage the development of municipal parking for the village commercial area.
- ✦ Identify funding sources, and seek funding to construct the Calvin Coolidge Bike and Recreation Greenway, supporting linkages with bicycle and pedestrian pathways and lanes in surrounding communities.

Economy

- ✦ Enhance the vitality of the Village (possibly including downtown designation), especially to maintain its function as a commercial and cultural center in the face of competition from commercial enterprises located outside the Village.
- ✦ Fostering greater diversification of the economic base, including small-scale light industrial/manufacturing businesses, especially through building-out the Ludlow Industrial Park.
- ✦ Encourage diversification of the tourism industry, including amenities and events that support summer/fall tourism as an alternative to or in conjunction with expanded ski area capacity.
- ✦ Support historic preservation activities that maintain the community’s historic character while encouraging the adaptive re-use of historic structures that are no longer functionally viable.

Historic and Cultural

- ✦ Plan development so as to maintain the historic settlement pattern of compact village and urban centers separated by rural countryside.
- ✦ Ensure those proposed uses of historic sites and structures to maintain important historic characteristics of the resource.
- ✦ Commercial development within the Mountain Recreation district should be limited to those functions directly related to and in support of recreation.

Conservation

- ✦ To support the use of Okemo State Forest to promote recreation, tourism and travel related businesses.
- ✦ Preserve and protect Ludlow's forest resources to ensure continuation of their environmental, aesthetic, and economic values.
- ✦ Encourage compatible uses of forestlands for recreation, tourism and economic benefit where such uses will not impair forest quality or wildlife and/or forest habitat.
- ✦ Encourage the economic community that involves or relies on fish and wildlife populations to contribute to sustaining Ludlow's wildlife resources.

Cavendish Town Plan

Land Use

- ✦ To ensure development that maintains the rural atmosphere of the community and historic settlement pattern of compact village centers separated by rural countryside.

Transportation

- ✦ Promote and maintain a safe, convenient, economic, and energy-efficient transportation network that respects the integrity of the natural environment, as well as the historical and esthetic value of the existing roads.
- ✦ Support efforts to create a bike path system through the town and coordinate with other towns to connect the paths.

Historic

- ✦ To protect important natural and historic features of the Cavendish landscape, including woodland, wetlands, scenic sites, significant architecture, villages, wildlife habitats, view sheds, and agricultural land.
- ✦ Land adjacent to, land with views to, or land including areas of cultural or historic value shall be developed in a manner that will not reduce or destroy the value of the resource.

Scenic

- ✦ Scenic corridors shall be considered as a valuable town resource and shall be protected.

Andover Town Plan

Transportation

- ✦ Maintain a transportation system that is consistent with the rural character of the Town.

Economy

- ✦ To encourage a strong and diverse regional economy that provides job opportunities for Andover residents while maintaining the Towns's unique quality of life.

Historic and Cultural

- # Protect and preserve the structures recorded in the state and national registers of historic places.
- # Protect and preserve the cultural resources as they are identified by the residents of Andover.
- # To preserve and protect the cultural and architectural heritage of the Town and maintain Peaseville as the administrative and recreational center of Andover.
- # To control future development so that it reflects historic settlement patterns and will not place undue burdens on the Town's ability to provide adequate services to its residents.
- # To control future development so that it reflects historic settlement patterns and will not place undue burdens on the Town's ability to provide adequate services to its residents.

Conservation

- # To preserve the rural character of the community by protecting and sustaining Andover's environment and resources.
- # To encourage the most desirable and appropriate use of farmlands and natural resources, the improvement of forest productivity and the preservation of open spaces through sound conservation and management practices.
- # To discourage any change of land that is destructive to the land's natural character, given that the visual landscape is one of our rural characteristics.
- # To encourage the conservation of our marketable natural resources and strive to improve local use.

Weston Town Plan

Transportation

- # Partnerships with appropriate organizations are encouraged toward the conservation of natural resources, important lands, and the preservation of public access.
- # Public access to riverbanks and trails shall be preserved and enhanced. Toward that end, partnerships should be formed with the National Forest and other natural allies.
- # Creating a greenway network of bike, ski, and pedestrian paths throughout the Town should be a priority (special note made of the path proposal to Dorset).
- # An assessment of Manchester's scenic roads should be undertaken.

Natural Resources

- # Special measures shall be taken to conserve and enhance the natural, scenic, recreational, and historic/cultural elements of the river and landscape.
- # Unique natural features shall be preserved.
- # The Town must guard carefully its attractiveness as a place to live. This has been, and will continue to be, a paramount factor in the Town's long range vitality and success.
- # Improve coordination and communication with other groups providing recreation services.
- # The creation of a park or parks along the West Branch of the Batten Kill should be a priority.

- ‡ Prime agricultural land and important forest land and meadows shall be conserved.

Londonderry Town Plan

Economic Development

- ‡ Encourage a healthy economic base for Londonderry that is sustainable and compatible with the fragile and scenic environment in which we live, especially agriculture, forestry, recreation and small business.

Scenic

- ‡ Maintain natural and man-made features that are of local scenic, cultural and historic significance and protect them from activities that impair their integrity, character and/or quality.

Historic

- ‡ Protect places of outstanding cultural, aesthetic, archeological, natural and/or historical value from development that impairs their character and quality.
- ‡ Encourage development that preserves the historic, cultural, natural and architectural character of town and village centers and the rural landscape.

Transportation

- ‡ Focus on road maintenance and development activities and the efficiency, economy, safety and prevention of deterioration of the roads rather than supporting greater traffic volumes or speeds.
- ‡ Require that Town road construction and maintenance activities preserve scenic and historic features of the landscape and avoid adverse impact on important natural features such as trees and stone walls wherever possible.

Jamaica Town Plan

Land Use

- ‡ Maintain wildlife habitat, scenic vistas, clean water, and recreational opportunities provided by forestlands.

Economic Development

- ‡ Promote existing businesses and encourage new businesses to locate in Jamaica.
- ‡ Support job creation and retention efforts.

Transportation

- ‡ Require that any project for increasing the capacity of any existing local road is consistent with the general character of the Town and will perpetuate the rural character.
- ‡ Require that all road construction activities, public and private, preserve the rural character of the landscape and limit adverse impact upon important natural areas.

- # Encourage future roadway improvements to include non-motorized, multi-use trails.
- # Establish speed limits on Town roads that respect safety, the rural character and multiple uses of these byways.

Historic

- # Lands adjacent to or including areas of historical, educational, cultural, scientific or architectural value shall be used in a manner that will not reduce or destroy the value of the site or area.

Wardsboro Town Plan

Transportation

- # Provide for safe, convenient, economic and energy efficient transportation systems that respect the integrity of the natural environment, including public transit options and accommodations for pedestrians and cyclists.
- # Maintain convenient and safe transportation commensurate with need.
- # Preserve the scenic beauty of the Town's transportation corridors to assure that Wardsboro remains attractive to both residents and visitors who are important to the area's economy.

Economic Development

- # Provide public facilities and services to ensure the public's health and safety and to improve the quality of life in the community.
- # Make new investments in schools, libraries, recreational, and cultural facilities in a manner that will serve community needs.
- # Ensure that public investments, including the construction or expansion of infrastructure, reinforce the general character of Wardsboro and support planned growth at a rate and in locations that Wardsboro can accommodate.
- # Encourage collaboration of individual residents with regional services to encourage and promote home based businesses.

Land Use

- # Sustain the Town's rural character and historic settlement pattern of village centers separated by agricultural and forest land.
- # Plan the Town's growth in a way that is consistent with the Town's ability to provide and pay for essential public services while maintaining the quality of the environment.
- # Ensure that public investments reinforce the general character and planned growth patterns of the Town and minimize development pressure on agricultural and forest land.

Natural Resources

- # Promote sound stewardship of Wardsboro's public and private lands.
- # Protect the ecological health and stability of Wardsboro's surface and ground waters, air, wildlife, and land resources as development occurs.
- # Encourage and support the continued use of lands for agriculture, forestry,

wildlife habitat, and diversified recreation that will not interfere with wildlife management.

Stratton Town Plan

Transportation

- ✦ To provide for safe, convenient, economic and energy efficient transportation systems which reflect the integrity of the natural environment.
- ✦ To encourage the integration of transportation facilities and public utilities into corridors to minimize the impact on the environment and to assist desired development patterns.
- ✦ Encourage road design standards that allow for adequate shoulder width for pedestrians and bicyclists.

Economic Development

- ✦ In planning for development the following shall be considered: transportation, preservation of scenic character, utilities and conservation of natural resources.
- ✦ To encourage economic growth activities that provide year-round satisfying and rewarding job opportunities and that maintain environmental standards.

Scenic

- ✦ Scenic highways, stream corridors, trails and roads, views and other scenic resources should be protected from development that would have an adverse impact on that resource.
- ✦ Scenic views and areas should be protected from development which would substantially diminish their scenic value.

Historic

- ✦ Lands adjacent to, or including, areas or sites of historical, educational, cultural, scientific, architectural and / or archeological value should be used only in a manner that would not reduce or destroy the value of the site or area.

Dover Town Plan

Land Use

- ✦ Develop a Route 100 Master Plan to address the character and form of development and redevelopment activities along Route 100 with the goal of transforming it from an automobile dependent corridor to an area that capitalizes on the recreational, scenic, transportation, and employment resources and mitigates weaknesses in the existing development.
- ✦ To ensure that Dover is well served by attractive commercial districts in appropriate locations that meet the day-to-day needs of its residents and visitors.
- ✦ To achieve a balance between development activities, preservation of natural resources, and open space in Dover.

Transportation

- ✦ There is also a need to continue to develop bicycle and pedestrian facilities that provide improved connections within Dover, particularly along Route 100.

- ✦ To maintain and improve a safe and efficient existing transportation system.
- ✦ Manage existing roads to meet transportation demands and maintain rural character.

Scenic

- ✦ To protect those open spaces, vistas, farmlands and scenic areas which contribute to the character of Dover.

Historic

- ✦ Promote historic preservation and development that enhances the historic resources of Dover.

Wilmington Town Plan

Land Use

- ✦ To plan development so as to maintain the Town's characteristic settlement pattern of compact village and rural countryside.
- ✦ Maintain the rural character of the Town outside the Village by encouraging the continued existence of cropland, meadows, pasturelands and forested hillsides and mountains.

Transportation

- ✦ Maintain roads in good and safe conditions and with due regard for their scenic qualities
- ✦ To provide for safe, convenient, economical and energy efficient transportation systems.

Historic

- ✦ Protect historic sites and structures of significance. Lands adjacent to or including areas or sites of historic, educational and/or archaeological value should be used only in a manner that will not reduce or destroy the value of the site or area.

Scenic

- ✦ Encourage the preservation of significant scenic resources.
- ✦ Protect valuable natural areas from uses that would significantly alter their scenic, educational or scientific values.

Whitingham Town Plan

Economic Development

- ✦ Plan for and promote development of small businesses including home industries, home-based work, and entrepreneurial ventures that fit into Whitingham's small-town rural character.
- ✦ Support tourism that draws on the character of Whitingham itself: its beauty, culture, history, wildlife and outdoor recreation.

Scenic

- ‡ Encourage the preservation of significant scenic resources.

Transportation

- ‡ Maintain adequate road capacities without damage to the rural environment of Whitingham.
- ‡ Promote and encourage pedestrian and bicycle use and any other alternative mode of travel.

Stamford Town Plan

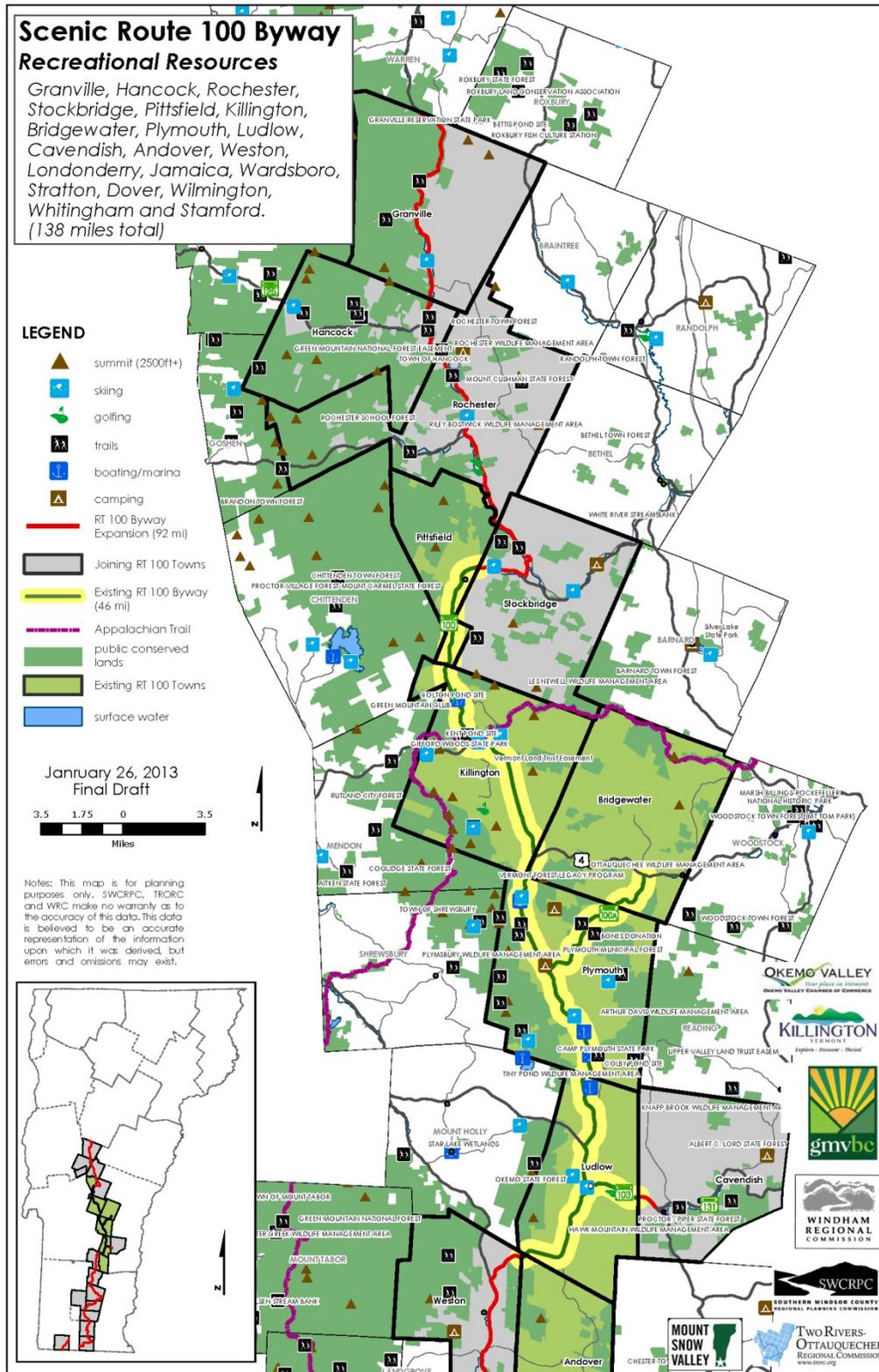
Land Use

- ‡ Preserve open space in order to protect the rural quality of the area by encouraging farming and clustering of future development.
- ‡ Future development shall be planned to maintain the historic settlement pattern of compact village and rural countryside.
- ‡ Any development which encroaches upon, or may have an undue adverse impact on, any unique natural feature mentioned herein, or not mentioned, but in the public interest, shall be discouraged.

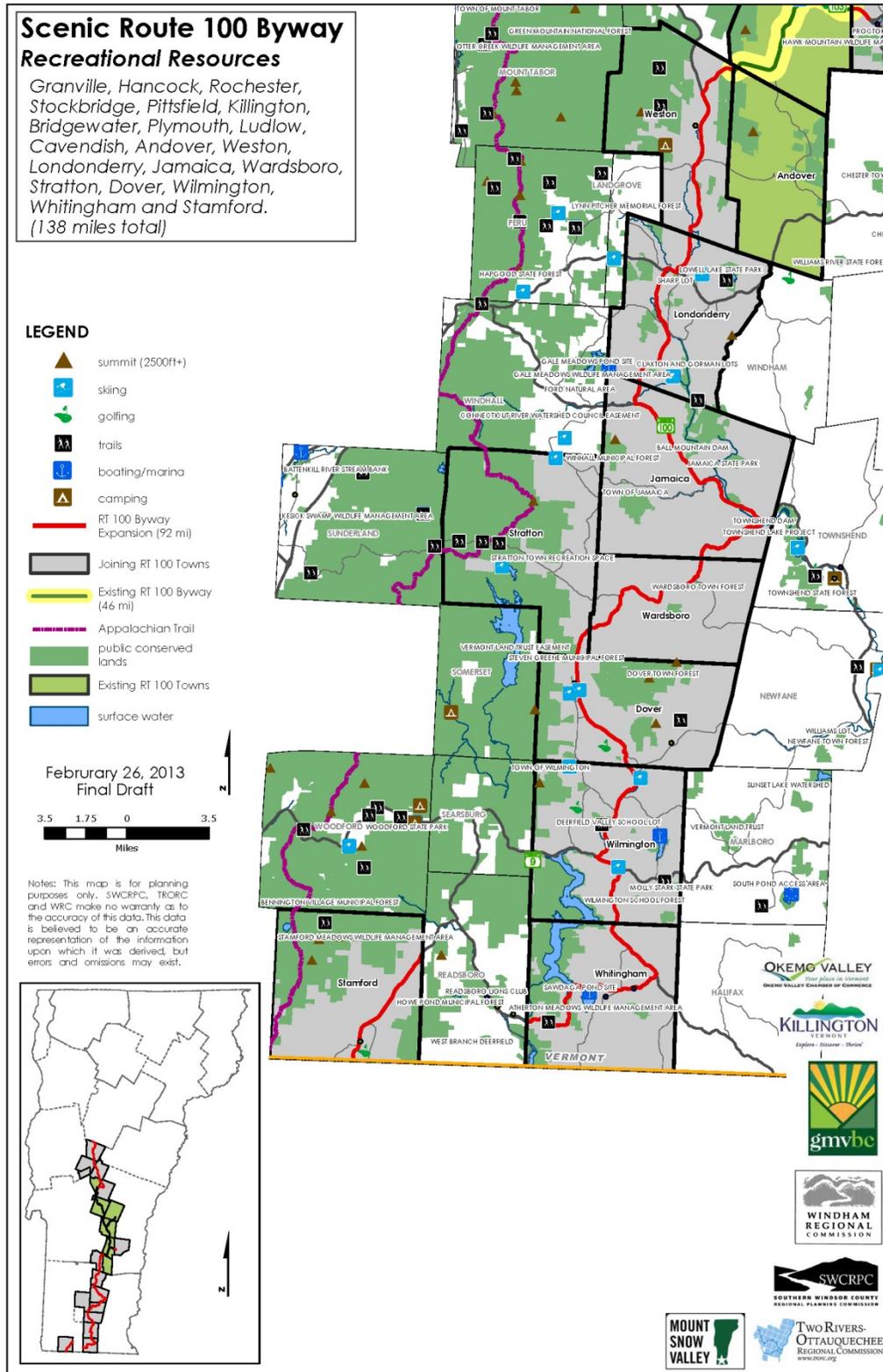
Economic Development

- ‡ The town should pursue economic development that will not significantly degrade environmental quality or endanger the health and safety of its citizenry.

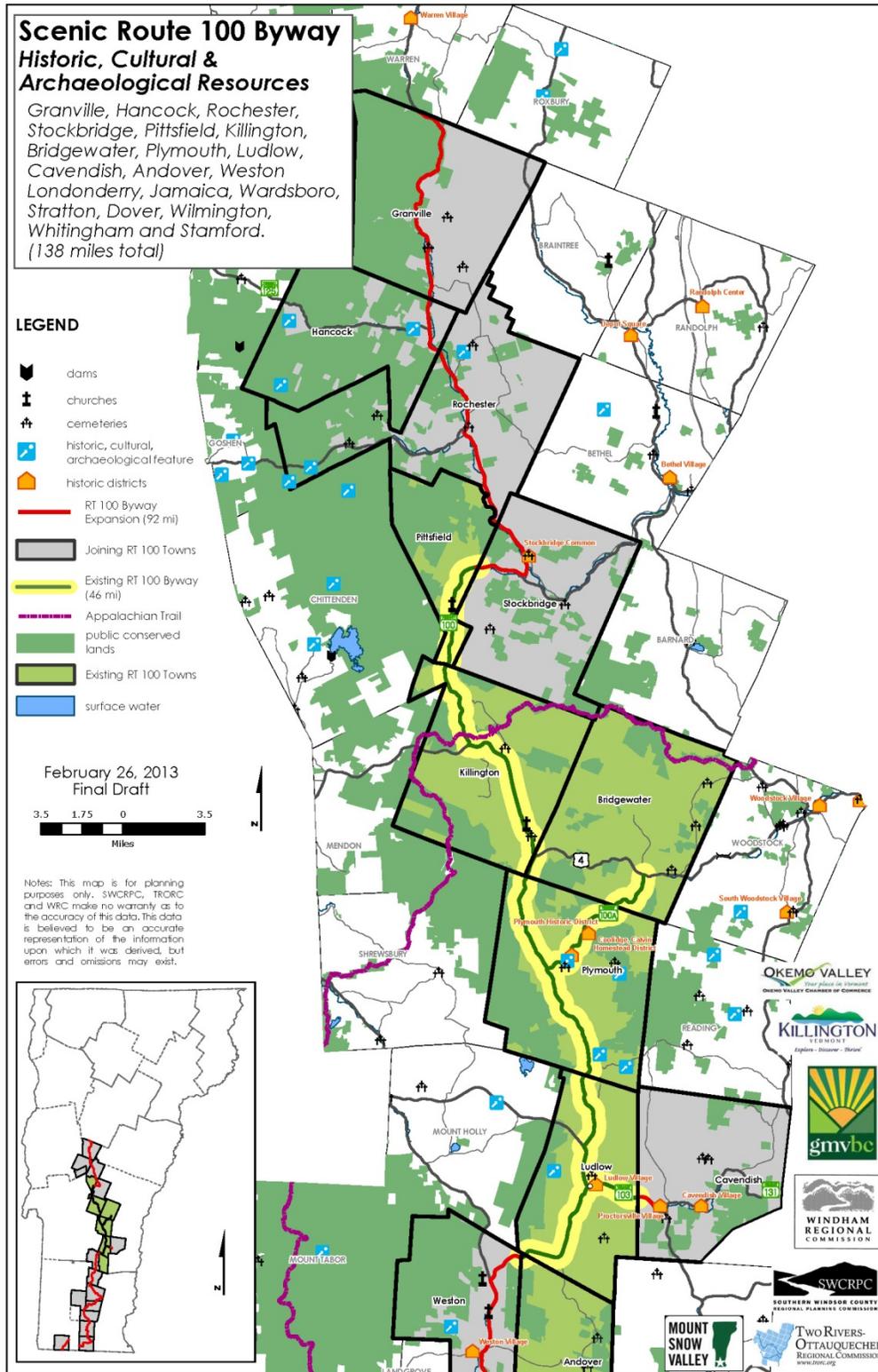
Appendix D. Recreational Resources Map (N)



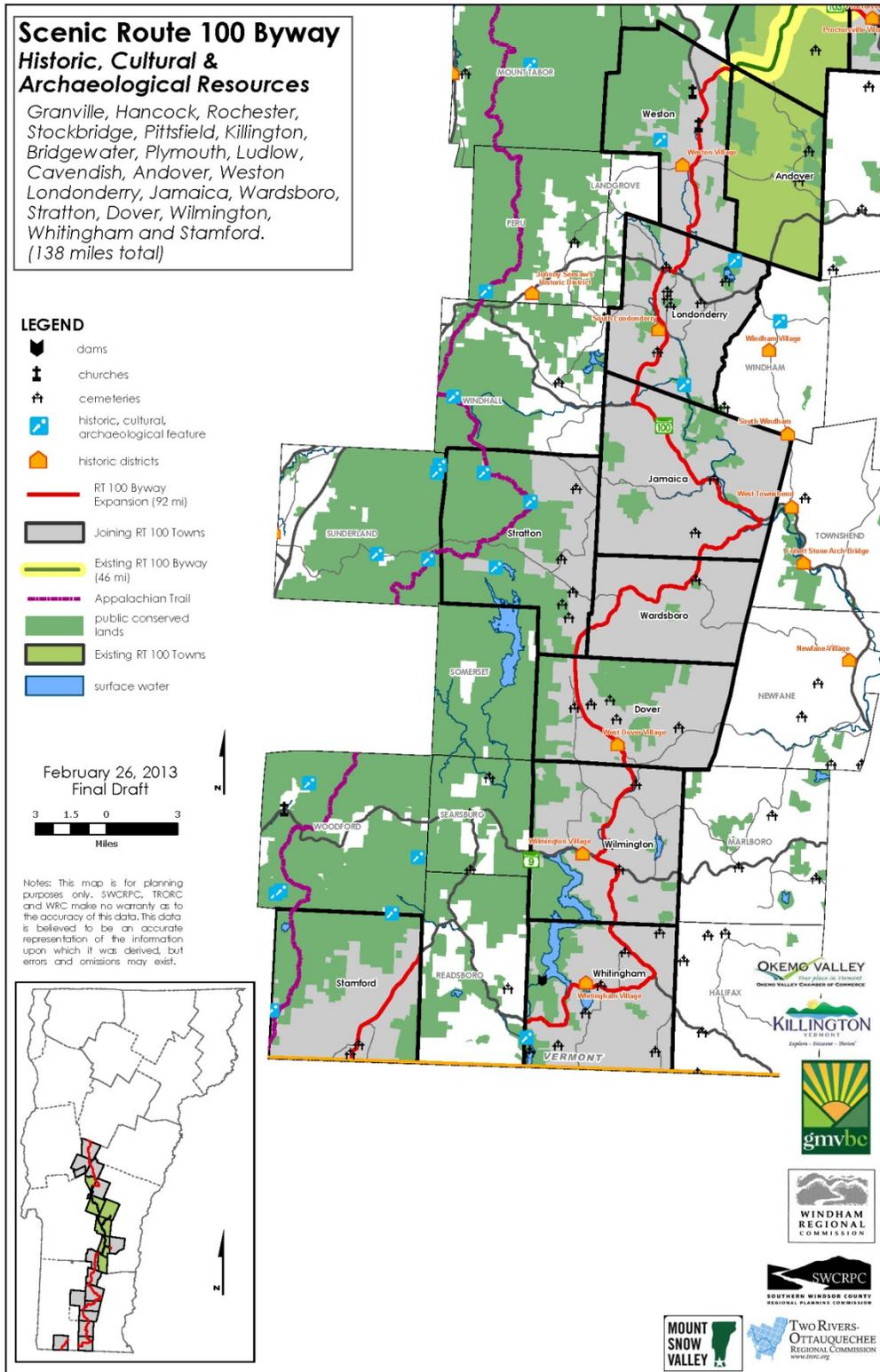
Appendix D. Recreational Resources Map (S)



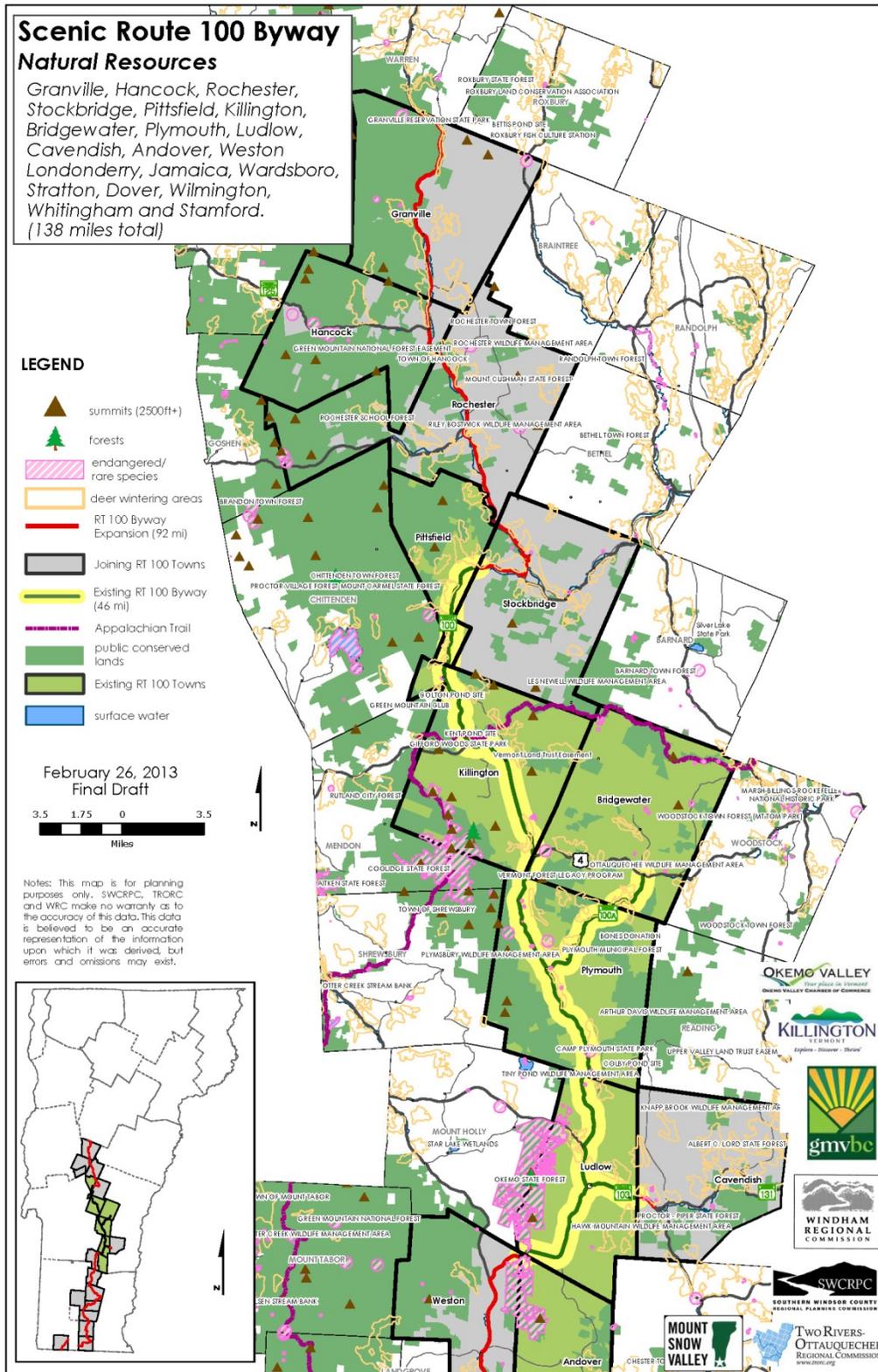
Appendix E. Historical, Cultural and Archeological Resources Maps (N)



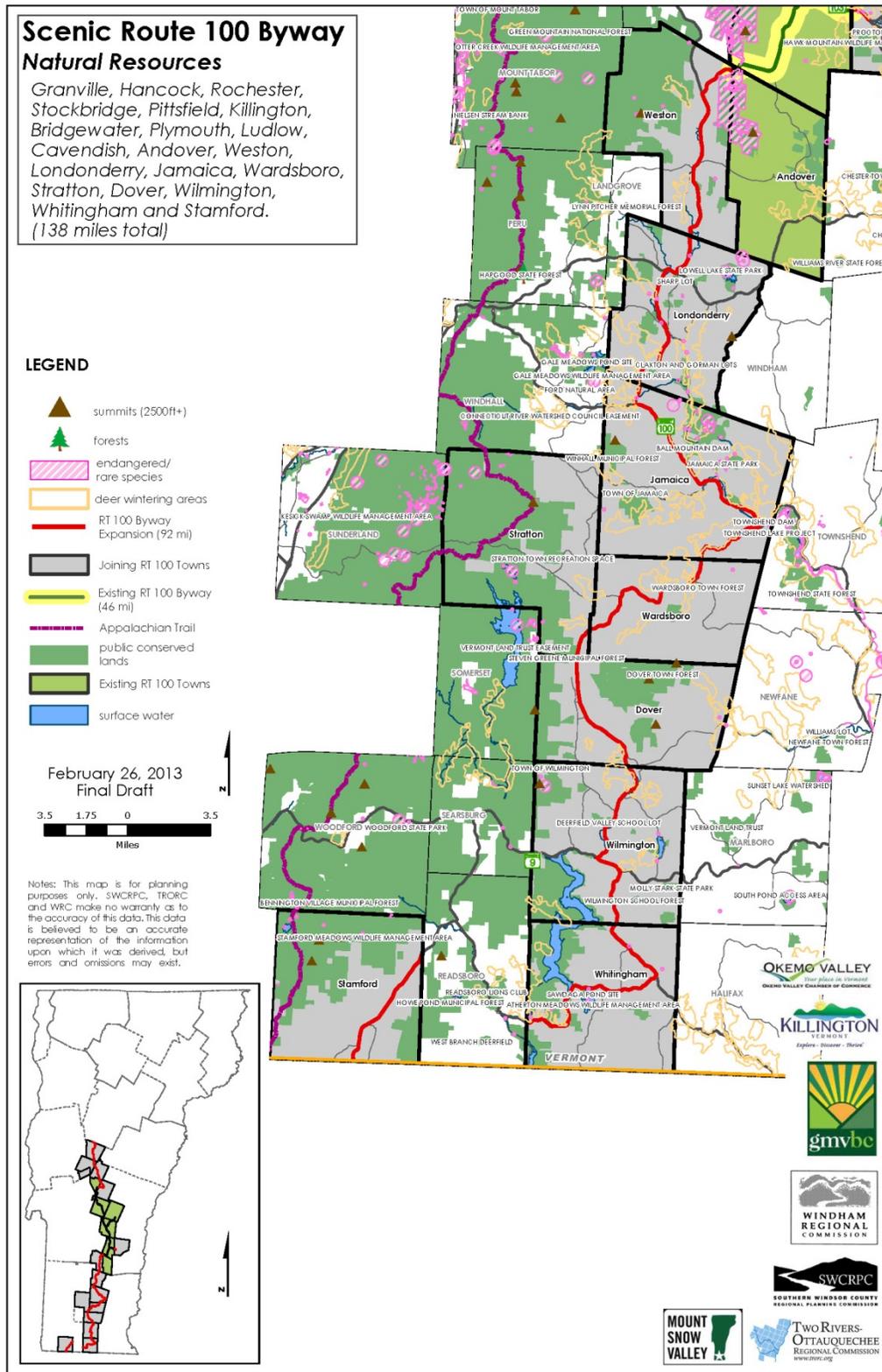
Appendix E. Historical, Cultural and Archeological Resources Maps (S)



Appendix F. Natural Resources Maps (N)



Appendix F. Natural Resources Maps (S)



Appendix G. Public Meeting Announcements/ Handouts

Public Hearing Notice for the Nomination of the Scenic Route 100 Byway Designation

The proposed Vermont Byway Designation of Route 100 is a joint effort of town representatives from Pittsfield, Killington, Bridgewater, Plymouth, Ludlow and Andover; Okemo Valley Regional Chamber of Commerce, Office of Killington Economic Development and Tourism, local businesses, and the Southern Windsor County and Two Rivers-Ottawaquechee Regional Planning Commissions. This designation offers travelers historic, cultural, scenic and recreational information and waypoint centers about the towns and villages along the Byway. The Committee has finalized their Corridor Management Plan that identifies these resources along the Route 100 Byway. This Plan also includes a vision for the future of the Byway and strategies to improve and enhance the resources and destinations along the way.

A public hearing is set for March 24 at 7pm at the President Calvin Coolidge Museum and Education Center, 3780 VT 100a, Plymouth, Vermont. The purpose of the hearing is for the Byway Council to hear public comments regarding the designation of the byway. For a copy of the corridor management plan and other information about the proposed Byway, see www.trorc.org or www.swcrpc.org

Public Hearing Notice for the Nomination of the Scenic Route 100 Byway Expanded Designation

The Vermont Byway Council will hold a public hearing to consider expanding the Route 100 Byway designation to run from Granville Gulf to Stamford (excluding Readsboro). The application, which includes an updated Corridor Management Plan, is the result of a joint effort of town representatives and organizations from the existing Scenic Route 100 Byway committee and new partners including the Green Mountain Valley Business Community, Mount Snow Valley Chamber of Commerce and the Windham Regional Commission.

The Corridor Management Plan provides a framework for the development, promotion and preservation of the abundant intrinsic resources along the corridor, to be named the Scenic Route 100 Byway. The 14 towns included in this proposed designation expansion are Granville, Hancock, Rochester, Stockbridge, Cavendish, Weston, Londonderry, Jamaica, Wardsboro, Stratton, Dover, Wilmington, Whitingham and Stamford.

The public hearing will be held on **March 13, 2013, 6:30PM-7:30PM** at the **Londonderry Town Offices, 100 Old School Street**, Londonderry, Vermont.

A copy of the Corridor Management Plan is available for review at <http://www.scenicroute100byway.com/>. To receive a copy of the plan or if you have questions, call Rita Seto, Two Rivers-Ottawaquechee Regional Commission at 802-457-3188 x13 or Matt Mann, Windham Regional Commission at 802-257-4547 x120.

Appendix H. Letters of Support

Towns

Town of Andover Select Board
Town of Bridgewater Select Board
Town of Cavendish Select Board
Town of Dover Select Board
Town of Granville Select Board
Town of Hancock Select Board
Town of Jamaica Select Board
Town of Killington Select Board
Town of Londonderry Select Board
Town of Ludlow Select Board
Village of Ludlow Board of Trustees
Town of Pittsfield Select Board
Town of Plymouth Board of Selectmen
Town of Rochester Select Board
Town of Stamford Select Board
Town of Stockbridge Select Board
Town of Stratton Select Board
Town of Wardsboro Select Board
Town of Weston Select Board
Town of Whitingham Select Board
Town of Wilmington Select Board

Local businesses

Bella Luna Ristorante
Blue Sky Trading Company
Brewfest Beverage Company
Chapter XIV Boutique and Bookstore
Cool Moose Café
Curtis Insurance Agency, Inc.
Deering Service Center
Grey Bonnet Inn
Echo Lake Inn
JD Quickstop
J. Jensen Clay Studio
Okemo Mountain Resort
Snowed Inn
The Book Nook
The Mountain Times
Vermont River Tubing

Organizations

Black River Academy Museum
Fletcher Farm School for the Arts and Crafts and the Society of Vermont Artists and Craftsmen
Green Mountain Valley Business Community
Killington Chamber of Commerce

Mount Snow Valley Chamber of Commerce
Okemo Valley Regional Chamber of Commerce
Pierce Hall Community Center, Rochester
President Calvin Coolidge State Historic Site
Southern Windsor County Transportation Advisory Committee
Two Rivers-Ottauquechee Regional Commission
Windham Regional Commission