

BOLTON
CONNECTICUT
PLAN OF CONSERVATION AND
DEVELOPMENT
NOVEMBER 2005



EFFECTIVE DECEMBER 1, 2005

PREPARED BY THE BOLTON PLANNING AND ZONING COMMISSION

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INTRODUCTION

Section 8 – 23 of the Connecticut General Statutes requires each municipality to amend and adopt a plan of conservation and development at least once every ten years. According to this statute the plan is to be a statement of goals and policies for issues including but not limited to: the physical and economic development of the municipality, the general welfare and prosperity of the residents, the most desirable use of land within the municipality, the most desirable density of population in the several parts of the municipality, any inconsistencies with the state plan, the provision of housing opportunities consistent with land capacity and diverse housing opportunities for low and moderate income residents.

Besides fulfilling a statutory requirement a town's Plan of Conservation and Development (the Plan) can be a practical document that presents, in narrative and graphic form, the way a community would like to be, with emphasis on the next ten years. The Plan does not have the force of a law; rather it serves as a guide for making decisions related to changes within the town, particularly its growth and development. The process of preparing the plan involves a close look at the community, the way it has developed to date and the characteristics of its population and natural features in order to better understand its assets and liabilities with regard to future growth.

The first part of this document presents background information including physical and demographic data for the town to understand "where we are." The remainder of the document presents the general goals for the town and the Plan recommendations in the form of land use policies to guide the town's actions towards obtaining the stated goals. The goals to be effective should represent a consensus of how the town should act during the coming years. Adhering to the common sense of direction established in the Plan will require action by a number of boards and commissions on the land use policies, strategies and mechanisms to guide "where we are going" to get to "where we want to be." Keeping the town on its desired path will require sustaining the momentum gained in the planning process after the Plan is adopted.

BOLTON'S CHARACTERISTICS AND TRENDS

GENERAL

Bolton is a small town within Tolland County with just over 5,000 residents in 1,900 households. It is rectangular in shape, approximately three miles east to west by five miles north to south covering just under 10,000 hilly acres. The town is located at the eastern end of I-384 about 13 miles east of Hartford, the regional center. The three other highways serving Bolton are the east – west Routes 6 and 44 and the north – south Route 85, each of which connects to I-384. There are many employment and shopping opportunities within easy travel distances, mostly to the west and north of the town. The predominate use of the developed land in the town is for residential homes, primarily single-family houses with some two-family houses and multi-family units. Most of the business and industrial uses are located along the three non-interstate highways, with the majority along Routes 6 and 44. A few farms continue to produce fruits, vegetables, dairy products and nursery stocks. In addition to the agricultural lands there are substantial amounts of undeveloped open spaces including numerous wooded slopes and wetlands.

POPULATION

Between 1920 and 1950, Bolton gained 800 inhabitants; an increase of over 200 percent. Bolton's growth rates for the ten-year periods between 1930 and 1950 were consistently higher than any of the comparative areas; but it should be remembered that the absolute growth in population was under 1,000 persons.

Comparative growth rates indicate that during the twenties, the major population increases were felt in the urban core of the region, while the depression decade was a period of extremely slow growth for all areas (see Table 1). The beginning of the suburban exodus in the 1940's is shown by the higher growth rates in suburbs such as Bolton.

Additional in-migration from other areas also contributed much of the suburban growth. Bolton, with a 129.3 percent gain between 1950 and 1960, was the third fastest growing town in the Capital Region. Most of this growth was due to net in-migration. The growth rate in Bolton was higher than any of the comparative areas, and absolute gain was 1,650 persons. While this number is not large, the development pressures this rate of growth engenders were quickly felt in Bolton.

The growth rates of the 1960's were lower in all areas than those of the fifties. In Bolton's case, the drop is considerable, from 129 percent to 26 percent. During the 1960's, Bolton gained 760 new residents, which was evenly divided between natural increase and net in-migration. This lower growth rate, then, is due not only to the lower birth rates of the 1960's, but also to the

reduced effect of net in-migration. During the 1960's, 250 homes were built in Bolton; during the 1950's this figure was 500.

The population grew to 3,691 in 1970, a 25.8 percent increase over 1960. During the 1970's, 260 additional residents were added to Bolton's population, as the growth rate continued to slow. The 1980 population represented only a seven percent increase from 1970. However, this represented a higher growth rate than either the State or the Capital Region.

Population projections developed by the Connecticut Office of Policy and Management (OPM) (see Table 1) indicate that the Town's population is expected to increase at about the same rate has it did during the 1990's. The 2000 population of 5,017 is a 9.7 percent increase over the 1990 population of 4,575. This rate of growth is less than that between 1980 and 1990 but similar to that between 1970 and 1980. The rate between 2000 and 2010 is expected to remain similar at 9.6 percent.

LAND USE

Until the 2000 census Bolton was considered a rural area adjacent to the Manchester and Vernon urban area. Based on data from the census, federal agencies now classify about ¾ of the town as an urbanized area with localized population densities of at least 500 people per square mile, even though the average density of the entire town is less than 350 people per square mile. In reality the town is the same, slightly more populous, residential community, with some rural and business areas, that has existed for decades. The distribution of the land uses during the last 17 years as described in Table 2 shows that Bolton has grown some but has remained with essentially the same character. Approximately 2,000 acres, 20% of the town, are classified as wetlands or watercourses, which contain the headwaters for the Blackledge River, the Hop River and Railroad Brook. Figure 1 shows the existing developed and occupied lands in the town.

TABLE 1
COMPARATIVE POPULATION GROWTH
BOLTON, REGION AND STATE, 1920 – 2010

YEAR	BOLTON	PERCENT CHANGE	CAPITOL REGION	PERCENT CHANGE	STATE OF CONNECTICUT	PERCENT CHANGE
1920	448	--	253,000	--	1,381,000	--
1930	504	12.5	318,000	25.7	1,607,000	16.4
1940	728	44.4	345,000	8.5	1,709,000	6.3
1950	1,279	75.7	418,000	21.2	2,007,000	17.4
1960	2,933	129.3	547,000	30.9	2,535,000	26.3
1970	3,691	25.8	669,907	22.5	3,032,000	19.6
1980	3,951	7.0	668,479	-2.1	3,107,000	2.5
1990	4,575	15.8	709,405	6.1	3,287,000	5.8
2000	5,017	9.7	721,320	1.7	3,406,000	3.6
2010*	5,500	9.6				

* Projected

SOURCES: Wilbur Smith Associates, Plan of Development – Town of Bolton, Connecticut, 1990.

Capitol Region Council of Governments, 2000 Census Summary File 1.
Connecticut Offices of Policy and Management, Population Projections, August, 2001.

TABLE 2

LAND USE TRENDS IN BOLTON, 1986 – 2003

<u>Land Use Classification</u>	<u>1986 Acres</u>	<u>Percent of Total (5)</u>	<u>2003 Acres (6)</u>	<u>Percent of Total</u>	<u>Percent Change 1986 – 2003</u>
Residential (1)	2,122	22.0	3,176	32.9	49.7
Business	106	1.1	238	2.5	125.0
Industrial	24	0.2	24	0.2	0.0
Public and Semi-Public (2)	518	5.4	518	5.4	0.0
Open Space and Recreation (3)	725	7.5	1,102	11.4	66.6
Undeveloped (4)	6,169	63.8	4,507	46.6	-26.9
Land	5,947	61.5	4,285	44.3	-27.9
Water	222	2.3	222	2.3	---
Total	9,664	100.0	9,664	100.0	---

NOTES: (1) Includes property in actual use

(2) Includes town school lands

(3) Includes both publicly and privately owned lands except town school lands.

(4) Includes agricultural land

(5) Derived from the 1990 Bolton Plan of Development

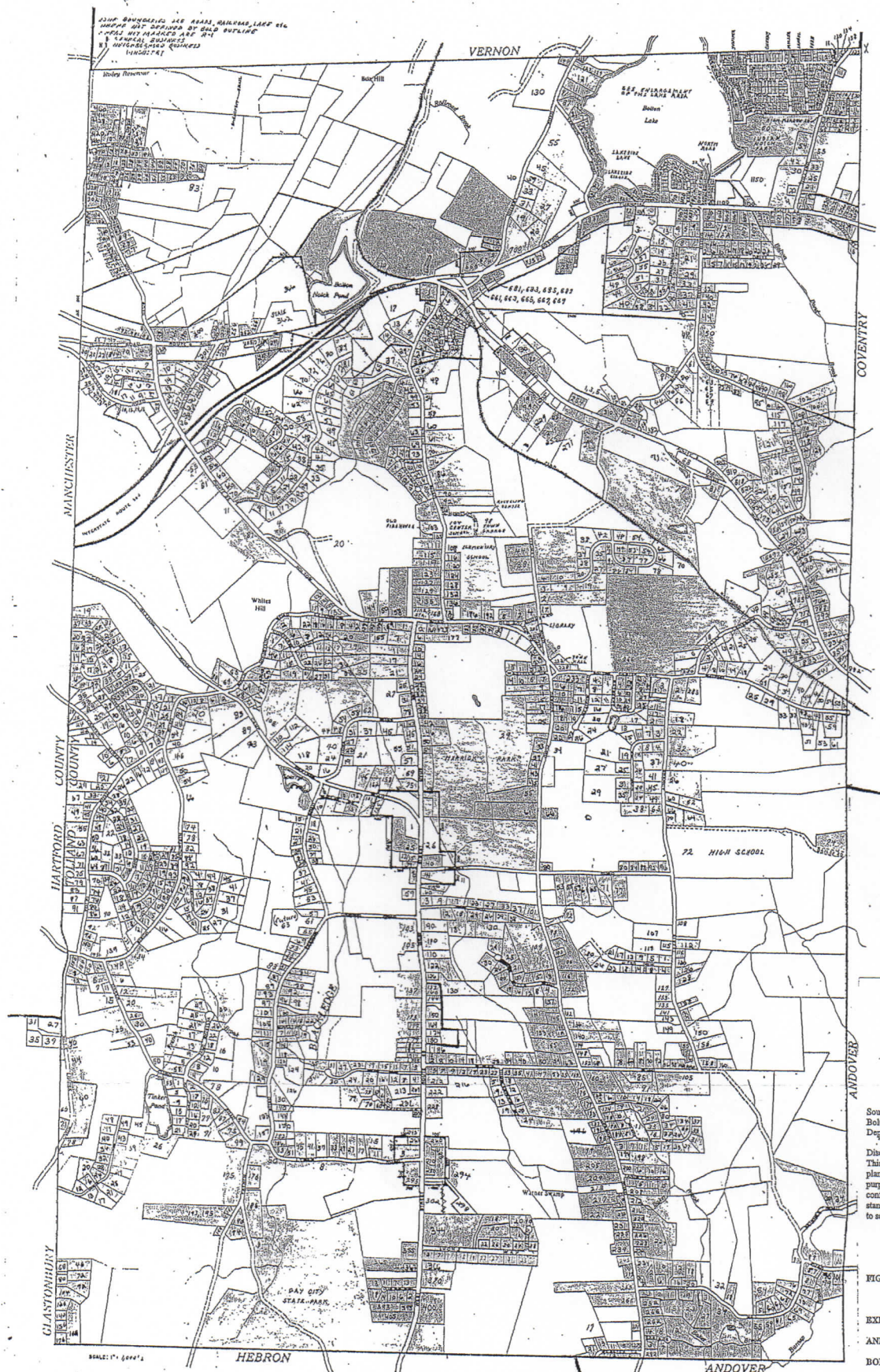
(6) Acreage estimated by adding the known changes to the 1986 acreage

NATURAL RESOURCES

The physical features of the town can provide either opportunities or constraints for development depending on the characteristics of the features. For instance gentle slopes with well draining soils will better accommodate development than steep slopes or poorly drained soils. Knowing where the various characteristics of the physical features are located will help identify areas best suited for moderate or low density development and areas that should be preserved or conserved with a low intensity use. Illustrating the pertinent physical features is probably the best way to identify selected physical features throughout the town. Figures 2 through 4 on the following pages are maps of the town depicting wetlands, watercourses, steep slopes, roads, forested lands and lands that are preserved for open space.

Category	Area (Acres)	Percentage (%)
Wetlands	11.1	1.1
Watercourses	0.2	0.02
Steep Slopes	2.4	0.24
Open Space	11.1	1.1
Forested Lands	11.1	1.1
Other	1.2	0.12
Total	100.0	100.0

- NOTES:
- (1) Includes wetlands and watercourses.
 - (2) Includes steep slopes.
 - (3) Includes forested lands and privately owned lands within town school lands.
 - (4) Includes open space.
 - (5) Derived from the 1980 Census of Population and Housing.
 - (6) Average annual precipitation for the town is 45.0 inches.



ALL INFORMATION IS FOR GENERAL USE ONLY
 AND IS NOT TO BE USED AS A BASIS FOR
 ANY OTHER PURPOSES
 WITHOUT THE WRITTEN PERMISSION
 OF THE TOWN OF BOLTON

Source:
 Bolton Land Use
 Department Records, 2004

Disclaimer:
 This map is for reference,
 planning and general information
 purposes only. It does not
 conform to any mapping
 standards. This map is not drawn
 to scale.

FIGURE 1

EXISTING DEVELOPED
 AND OCCUPIED LANDS

BOLTON 2004

BOLTON
 STREET NUMBER MAP
 1992

NOTICE:
 THIS MAP HAS NO OFFICIAL STATUS
 AND MAY CONTAIN ERRORS.
 USE AT YOUR OWN RISK.

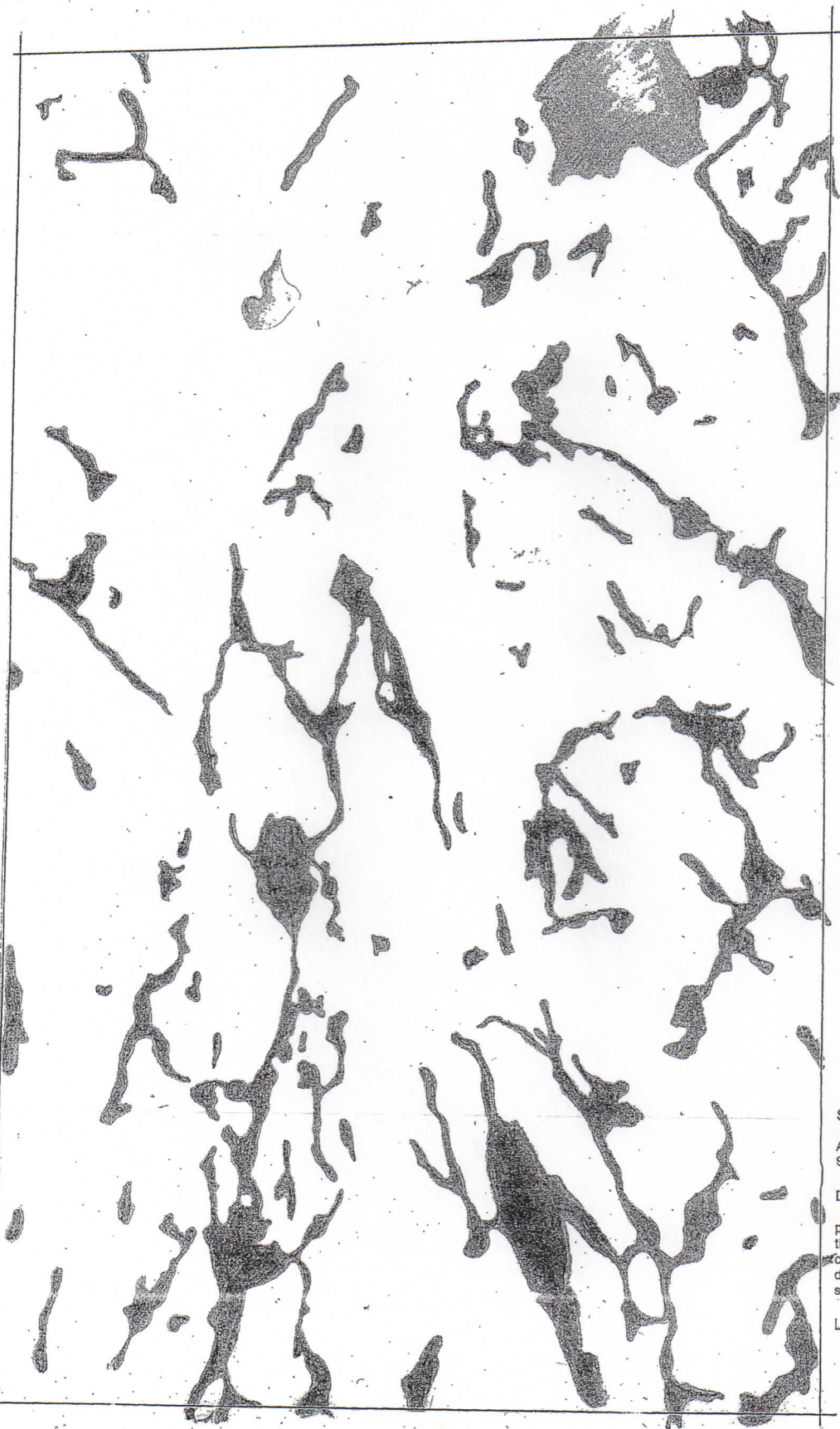


FIGURE 2
Wetland Soils

Source:
United States Department of
Agriculture, Soil Conservation
Services, Tolland County.

Disclaimer:
This map is for reference,
planning and general informa-
tion purposes only. It does not
conform to any mapping stan-
dards. This map is not drawn to
scale.

Legend:
Wetland soils

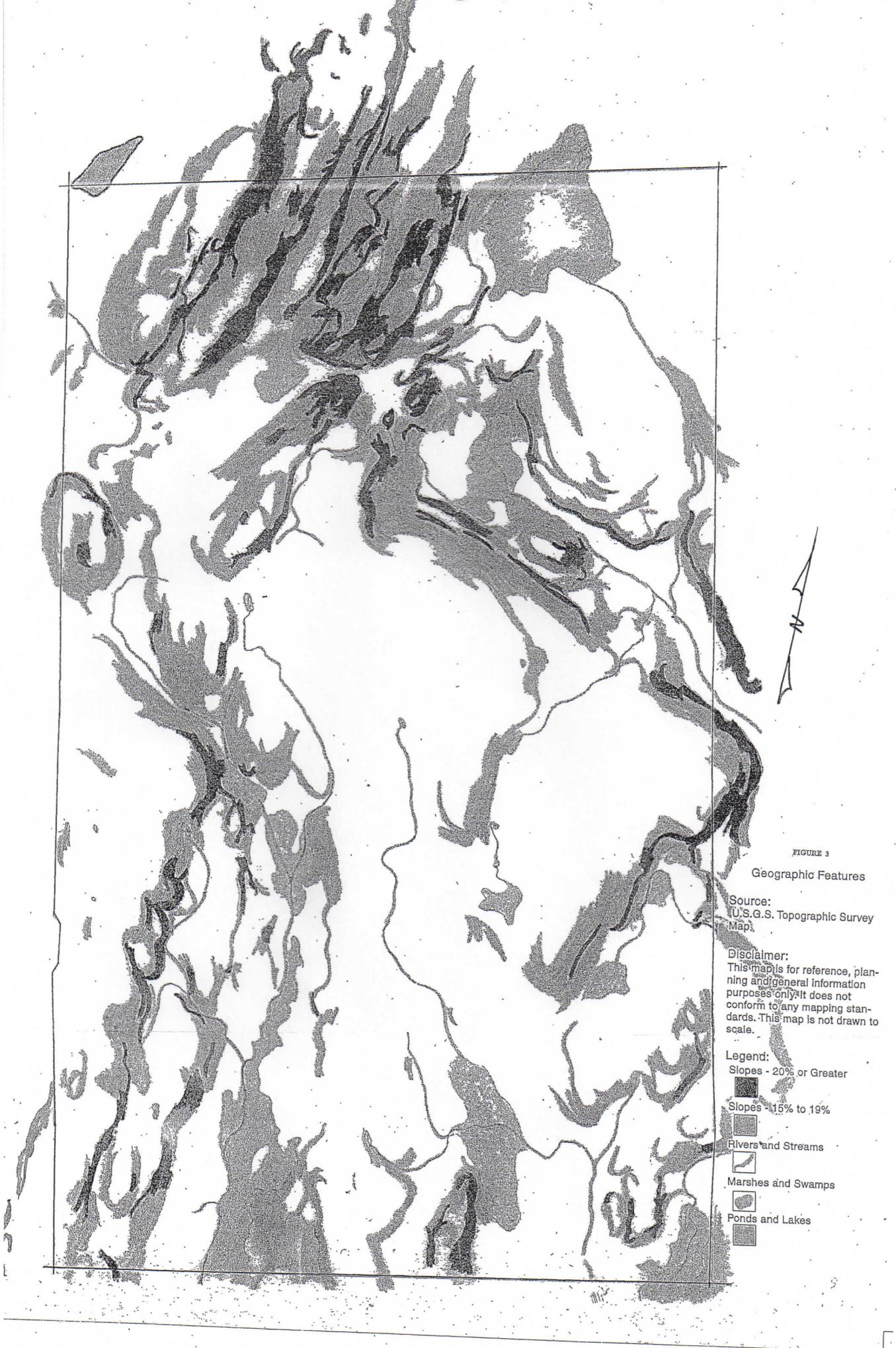



FIGURE 3
Geographic Features

Source:
U.S.G.S. Topographic Survey
Map.

Disclaimer:
This map is for reference, plan-
ning and general information
purposes only. It does not
conform to any mapping stan-
dards. This map is not drawn to
scale.

- Legend:
- Slopes - 20% or Greater
 - Slopes - 15% to 19%
 - Rivers and Streams
 - Marshes and Swamps
 - Ponds and Lakes








FIGURE 4

Forestry, and Habitat Resources

Source:
 Connecticut Resources, Town of Bolton Forestry Resources Map 1997.
 Town of Bolton Habitat Resource Map, Aerial Photographs.

Disclaimer:
 This map is for reference, planning and general information purposes only. It does not conform to any mapping standards.
 This map is not drawn to scale.

- Legend:**
- 
 Forested area's aerial map.
 - 
 500 acres forest, 85% natural land.
 - 
 2000 acres forest, 85% natural land.
 - 
 Habitat resources, flora & fauna.
 - 

GENERAL GOALS FOR BOLTON'S FUTURE

The purpose of this Plan of Conservation and Development is to state the town's goals and policies for the physical and economic development of the town. Included within the general goals are those that address the most pertinent issues likely to confront the town over the next ten years. The current issues for Bolton are sewer service areas, residential density, appropriate business growth, senior housing, protection of open spaces and natural resources, community services and efficient transportation. The general goals in this section of the plan and the associated policies in the following section are intended to set the direction for Bolton's future, particularly during the next decade. These goals and policies will be most effective if their principals are incorporated into the town's legally enforceable ordinances and regulations.

- GOAL 1: Regulate the land use within the sewer service area and the extent that existing and new land uses may connect to the sewers.
- GOAL 2: Maintain a low density residential community with opportunities for senior and affordable housing.
- GOAL 3: Maintain excellence in elementary and high school education.
- GOAL 4: Maintain adequate levels of municipal services.
- GOAL 5: Encourage the establishment of appropriate commercial development such as professional services and small retail businesses.
- GOAL 6: Preserve open spaces.
- GOAL 7: Protect wetlands, surface and ground water resources.
- GOAL 8: Protect other natural resources.
- GOAL 9: Coordinate with regional and state agencies for safe and efficient transportation services.
- GOAL 10: Preserve the town's historical heritage.

POLICIES TO IMPLEMENT THE GOALS

Goal 1 Sewers

Except for two small water systems, one adjacent to Lower Bolton Lake and the other in the Cook Drive area, there are no gas, water or sewer utilities in Bolton. The 1992 "Facilities Plan for Wastewater Disposal in the Bolton Lakes Area" by A.R. Lombardi Associates and the 2003 "Bolton Lakes Wastewater Management Study" by Fuss and O'Neill, both for the towns of Vernon and Bolton and funded by the Department of Environmental Protection, determined that the soils on many developed properties in the Bolton Lakes area could not support a subsurface sewage disposal system that complies with the State Health Code. The studies recommended that sanitary sewers be installed in the Bolton Lakes area and for the full length of Route 44 in Bolton that would connect to the existing sewerage system in Vernon (Lombardi) and Manchester (Fuss & O'Neill). The Connecticut Department of Environmental Protection requires Vernon and Bolton to install the sewer system in accordance with the Fuss & O'Neill study as endorsed by the towns. A regional water pollution control authority comprised of Vernon and Bolton representatives will manage the sewers. The sewers should be used in accordance with the following policies.

1. Policy – Purpose of Sewers

The sanitary sewers should serve two primary purposes:

- 1) Protect the public health and welfare by eliminating potential sources of pollution on currently occupied properties.

The wastewater studies documented that some properties contain septic systems that have effectively failed but continue in operation without adequately treating the wastewater. Repairs to such systems are very expensive and often physically impossible to install due to the small size of the property and/or unsuitable soil conditions. After reviewing many alternatives, both the towns of Vernon and Bolton concurred that installation of sanitary sewers to Manchester is the most effective and environmentally safe way to eliminate this health problem.

- 2) Provide opportunities for new and expanded businesses in the Route 44 corridor.

The majority of the businesses in Bolton are already located along Route 44 and the majority of the business and industrial zoned areas are located along this highway. The remainder of the town has a distinctly different rural and residential character. It is the intent of the town to maintain these distinct business and residential areas. To eliminate the documented health problem the sewers need to be installed along the entire length of Route 44, so there is little or no expense to include sewer capacity for additional businesses within the sewer area. Providing more development capability within this

defined area will enhance business, employment and consumer opportunities within the town without altering the established land use patterns.

2. Policy – Sewer Service Area

The sewer service area should incorporate the areas shown as the “Lakes District Sewer Service Area” and the “Southwestern District Sewer Service Area” on a map entitled “Bolton Lakes Area Designations November 1, 2002 Bolton/Vernon Connecticut Proj. No.: 94117.A10 Date November 2002 Fig. 2” prepared by Fuss and O’Neill, which includes the areas around the lakes and the Route 44 corridor. The sewer service area should be clearly defined graphically, and dimensionally so that all property owners and regulatory officials can readily determine if sewers are available to a particular location. Properties outside of the sewer service area should not be allowed to connect to the sewers unless the water pollution control authority and the town agree that a sewer connection is the only feasible means to correct a proven public health problem.

3. Policy – Zoning in the Sewer Service Area

The zoning regulations for the residential portions of the sewer service area should incorporate special permit requirements to discourage new development on older, unoccupied properties that cannot support septic systems and do not conform to the current zoning regulations. The zoning regulations for the business and industrial portions of the sewer service area should encourage new development for both developed and undeveloped properties. Consideration should be given to creating new business and industrial zones for the sewer service area that could allow a greater variety and density of uses than in the non-sewered areas. The zoning regulations for the sewer service area should be structured to avoid creating congested or hazardous traffic conditions.

4. Policy – Other Utilities in the Sewered Area

Extensions of water mains and natural gas mains along Route 44 in the sewer service area should be encouraged. Water mains provide large and reliable volumes of potable water and improve fire protection. Water mains will enable business with high water demands, such as restaurants, and business with fire protection requirements, such as sprinklers, to locate in the sewer service area. Natural gas mains will provide an alternate source of energy that will enable more efficient business operations.

Goal 2 Low Density Residential Community

Bolton has always been a community comprised of low density development from its original all rural times to the current mix of primarily rural and residential uses with relatively small areas of business and industrial uses. New development has also been of low density. The town surveyed 23 subdivisions from 1988 to 1998 comprising of 169 lots on 550 acres, which resulted in an average density size of 3.25 acres. Since the majority of Bolton’s land area is zoned for residential uses, creation of higher density residential areas could significantly alter Bolton’s

character. However, it is recognized that some limited areas might be developed at a moderately higher residential density for senior housing or more affordable housing.

1. Policy – Lot Sizes

Consideration should be given to modifying residential zone(s) to require some larger lot sizes, such as two acres, that might be appropriate for several large undeveloped portions of the town. Examples of large undeveloped areas exist east of Brandy Street south of the High School to the Andover town line, south of Lyman Road, and south of the Vernon town line from Quarry Road to Lake Street and Cider Mill Road. The larger lot requirement would not be a replacement for preserving open space but it could be used in conjunction with open space initiatives to help maintain the low intensity of land use that has been a characteristic of Bolton throughout its history.

2. Policy – Cluster Development

The cluster type development provisions in the Open Space Conservation Development (OSCD) section of the Zoning Regulations should remain effective but they should also be reviewed to determine if different OSCD requirements should apply in different areas. In previous cluster developments some typical site improvements have been constrained by the size and location requirements of wells and septic systems and there have been concerns that clustered septic systems could raise the concentration of nitrogen compounds to unacceptable levels in the soil. Developments within the sewered area do not have the constraints created by on site septic systems. Consideration should be given to revising the OSCD section so that it ensures that cluster developments outside of the sewered area provide ample accommodations for the safe locations of wells and septic systems.

3. Policy – Senior Housing

A survey by the Bolton Seniors Inc – Housing Committee identified a current and growing future need for senior housing. A variety of housing unit types from efficiencies to multiple bedrooms are needed with some common facilities such as a central lounge and gardens. Senior housing in Bolton would enable residents to continue living close to family, friends and activities. Senior housing complexes should continue to be allowed in the R-1 and R-2 Residence Zones. The Zoning Regulation requirements should be reviewed to determine if they permit the types of housing that senior citizens need. Since the town has no experience with senior housing, such reviews of the regulations might need to be conducted in conjunction with a review of a senior housing proposal.

4. Policy – Affordable Housing

Multi-family housing and homes on reduced sized lots are forms of housing that can be more affordable for residents with low and moderate incomes. The R-2 Residence Zone covers large areas of Bolton and provides for multiple dwelling complexes. Multiple dwelling complexes and single family homes on reduced sized lots may also be built as Open Space Conservation Development projects in the R-1 and R-2 Residence Zones, which covers the

majority of the town. Portions of the R-1 and R-2 Residence Zones are also located in the sewer service area, which allows for more flexibility in the design and construction of multiple dwelling complexes and houses on smaller lots. The current Zoning Regulations provide ample opportunities for varied types of affordable housing to be built on suitable sites in the R-1 and R-2 Residence Zones.

Goal 3 Education

The town's complete pre-kindergarten through high school educational system has served the town well. In 1994 the old 32,500 square feet, 5 – 8 grade Center School was vacated and the K – 4 School was renovated with a 63,000 square feet addition to create the current K – 8 Center School. Also in 1994 alterations and 7,600 square feet of new area were added to the High School for music, technology and cafeteria improvements. The town is currently in the process of evaluating the space and facility needs of the school system.

Policy – School Improvements

The town should continue to maintain its education system at a high level of excellence for the approximately 640 elementary and 320 high students attending the schools. The actual areas needed for new programs at the High School should be identified followed by the provision of the appropriate building space. Concurrently, handicap accessibility and lighting throughout the High School should be reviewed. See the policies for the Center School and the Bolton High School in the Municipal Services section.

Goal 4 Municipal Services

From 2000 to 2002 the Facilities Study Group, comprised of town officials and residents convened by the Bolton Board of Selectmen, reviewed all the town's facilities with professional assistance from the architectural firm Fiar Associates. The Group's thorough review resulted in recommendations for six projects summarized in the policies below in order of priority.

1. Policy – Bentley Library

Reexamine the plans and cost estimates for an 8,000 square foot addition to the library, scaled down to size as appropriate to qualify for state grant funds.

2. Policy – Municipal Center

Relocate municipal offices and Board of Education offices to a completely renovated Notch Road Municipal Center with any addition needed to provide adequate space.

3. Policy – Town Hall

Establish a teen/community center in the vacated town hall including meeting space and possible office space for others such as recreation, resident trooper and registrar of voters.

4. Policy – Center School

Renovate an unfinished room and the vacated Board of Education’s administrative offices for educational use. School enrollment may necessitate further space study options. See the policy for school improvements in the Education section.

5. Policy – Bolton High School

Review student enrollment numbers to determine the time and need for an addition. Changes in program needs should be included as part of the review for an addition. See the policy for school improvements in the Education section.

6. Policy – Herrick Park

Complete general maintenance type work as general fund monies become available. A 12,000 square foot new multi-purpose building is a relatively low overall priority based on the reuse of the current town hall for recreational programming.

The Facilities Study Group also reviewed projects of no particular urgency at this time that might not require a referendum for funding. These projects are summarized below in order of priority.

7. Policy – Indian Notch Park

Renovate the bathhouse to be handicapped accessible.

8. Policy – Fire Station

Renovate the firehouse to be in compliance with architectural, structural, mechanical and electrical codes. If the department purchases a new vehicle, the fully restored, antique piece should be relocated to the lower level of the town hall building, which would require additional modifications to the town hall.

9. Policy – Old Town Garage

The old town garage should be demolished due to its poor condition.

10. Policy – Town Garage

Additional bay space is required at the town garage to house equipment and vehicles currently in the old town garage. Also architectural, mechanical and electrical code issues should be addressed as part of the addition project.

The Facility Group's work is the most recent comprehensive study of the town's facility needs. However, in the intervening years the town's needs and resources have changed. The Facility Study Group's recommendations should be reviewed by the Board of Selectmen and the Board of Education and updated to address the town's current needs.

Goal 5 Appropriate Business and Industrial Development

Business and Industrial property in Bolton is a very limited resource with only one percent of the town's area zoned for business use. Much of the business and industrial development in Bolton is located along Route 6 and Route 44. East of the junction of the two routes, Route 6 passes through an area of hilly ledge and descends to a flatter area with substantial wetlands. No sewers are proposed for the eastern portion of Route 6. The further business and industrial development of this eastern portion of Route 6 is limited by these conditions. Except in the vicinity of Bolton Notch Pond, Route 44 abuts lands that have development potential. The installation of sewers along Route 44 will remove the development obstacle caused by the soil's limited capacity for on site sewage disposal. Along Route 85 are three small business and industrial areas, each one being surrounded by residential or undeveloped lands. No sewers are proposed along Route 85, so any development will be limited by the soil's capacity for sewage disposal. Businesses are allowed not only in the Business Zones along the three State highways but also in any of the Industrial Zoned areas. Since there is very little Industrial Zone land in town, its exclusive use for industrial activity might be the most desirable use for a more balanced tax base.

1. Policy – Business and Industrial Development Along Route 6

Development should be encouraged in the Business and Industrial Zones along Route 6 provided that the soil capacity of the land can support the development without sanitary sewers. Some land along Route 6 may not be currently used because of the expense of ledge removal, while other lands are idle because they are excess portions of larger parcels owned by the State for the proposed expressway right-of-way. Since. As the potential demand for business land increases, these properties may become more attractive to overcome these building constraints. Therefore such lands along Route 6 should continue to be zoned for Business and Industrial use to retain a potential land reserve for the future.

2. Policy – Business and Industrial Development Along Route 44

Business and industrial development that provides the highest and best use of the land served by sanitary sewers should be encouraged along Route 44. The majority of all business and industrial activities are located along Route 44, which is the logical corridor in Bolton for the location of most new businesses, rather than scattering them elsewhere throughout the town. Additional businesses will diversify the town's tax base, provide more locally available goods and services and create employment opportunities and take advantage of the sewers installed for public health reasons.

3. Policy – New Business Zone for Route 44

Consideration should be given to creating a new Business Zone to address the greater potential for development along Route 44 with the installation of sewers. The new Business Zone should be reviewed to consider the inclusion of residential and industrial zoned properties within the sewer area that would be better used for business purposes..

4. Policy – Neighborhood Business Zone

The Neighborhood Business Zone was adopted on April 20, 2005 to address the low density, rural/residential nature of the areas along Route 85. The appropriate expansion or reduction of the Neighborhood Business Zone areas should be reviewed to optimize the compatibility of business uses with neighboring non-business properties. Development along Route 85 should be limited to small business within the Neighborhood Business Zone that are compatible with the surrounding non-business areas.

5. Policy – Design and Architectural Requirements

The design and architectural requirements of the Zoning Regulations should continue to apply to all business, industrial and multi-family developments to ensure that they are aesthetically developed and are compatible with developments on other properties in the surrounding areas. A well designed project should enhance the overall quality of a property and encourage other existing and new developments to incorporate high quality features on nearby properties.

6. Policy – Business Use of Industrial Land

Locating a business use on Industrial Zone property will displace some of the land available for industrial purposes. The use of Industrial Zone land for business uses should be allowed only by special permit with the appropriate review criteria to ensure that the business use is a better use of the land than an industrial use. A business use on industrial land should be compatible with industrial activities permitted by the Zoning Regulations so as not to discourage use of other nearby Industrial Zone land for industrial purposes.

7. Policy – Design Review Process

Bolton residents have indicated that enhancing community character is important to them. The Commission will work with applicants through its design review process to improve the design and layout of sites in order to retain and/or improve community character. Bolton's development will strive to maintain a "sense of place" by encouraging village type development where appropriate and by encouraging coordinated development of multiple parcels in Business Zones. Isolated development of single parcels in the Business Zones should be discouraged.

Goal 6 Open Space

Both the town and the State recognize that open spaces should be preserved for a variety of reasons such as economic benefits, environmental protection, historical preservation, agricultural heritage and scenic beauty. In 1996 the town established the Open Space Acquisition and Preservation Fund to purchase conservation rights and lands and created the Open Space Acquisition and Preservation Committee to develop open space goals and programs. The Open Space Plan for Bolton, as adopted by the Board of Selectmen in 2004, recommends that 20% of Bolton's land be preserved as open space, much of it being located within four core areas of the town. The plan lists and comments on a number of parcels that the Open Space Committee rated from 0 to 5 in each of 13 categories to develop a score for each parcel reviewed. Based on the evaluations, the plan lists 85 parcels as having a high, medium or low priority for conservation purposes. This list does not preclude the possibility that other parcels, which were not evaluated, may have open space features worthy of preservation.

1. Policy - Open Space Development Design

Open Space Development Design can help ensure that natural resources and natural features are protected, open spaces are preserved for public use and enjoyment and community character is preserved.

Private owners, the State and the town all own significant areas of open space, some of which have the potential to be enlarged and/or further developed. Beginning in 1995 over 51 acres of private land were preserved for open space in three Open Space Conservation Development subdivisions approved by the town. In 1996 the State enlarged the Bolton Notch State Park land by adding 26 acres to it from an estate. In 1999 the town purchased the 49 acre Peracchio property of which over 36 acres were added to Herrick Park. The following year the town utilized a State grant along with its own funds to purchase the 103 acre Rose Farm in the historic center of the town and dedicated over 90 acres of the farm for agriculture or open space purposes. The Bolton Land Trust recently preserved three parcels totaling over 50 acres and continues to actively seek and acquire open space lands. Between 1995 and 2000 these actions enabled over 204 acres of private, state and town lands to be preserved as open space within the town's borders. The open space lands are inventoried in Table 3.

2. Policy – Definition of Open Space

The definition of open space, for the purposes of this Plan of Conservation and Development, is the same definition that is in the Bolton Zoning Regulations as follows: any land, the preservation or restriction of the use of which would: 1) maintain and enhance the conservation of natural or scenic resources; 2) enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations or sanctuaries or other open spaces; 3) enhance public recreation opportunities; 4) preserve historic sites; 5) promote connections between natural or manmade corridors ("greenways"); or 6) promote the orderly development of the Town of Bolton; such lands may include but are not limited to: a) land left in its natural, undisturbed state; b) agricultural land; c) forests and d) areas used for passive or active recreation.

TABLE 3
PERMANENTLY PRESERVED AND TOWN OWNED LAND IN BOLTON

Ownership Area	Type of Area	Size of Area (acres)
STATE		
Bolton Notch State Park	Community Park	69.5 (1)
Gay City State Park	Community Park	177.6 (1)
Bolton Notch Pond	Freshwater Access	29.9 (1) (2)
Bolton Lake	Freshwater Access	179.4 (3)
Sub-Total		456.4
TOWN		
Freja Park	Neighborhood Park	21.0 (1)
Herrick Memorial Park	Community Park	83.3
Indian Notch Park	Community Park	27.3 (4)
Warner Swamp (North End)	Conservation	23.2
Elementary School	Playground/Playfield	46.5
High School	Playfield	59.0
Bolton Center	Town Green	3.0
Perocchio (Herrick Park)	Community Park	41.7
Rose Farm	Conservation/Agriculture	90.4
Rose Farm	House Site/Agriculture	<u>12.7</u>
Sub-Total		408.1
PRIVATE/OTHER		
Bolton Land Trust	Conservation	51.5
Town of Manchester	Conservation	178.9
Camp Johnson	Boy Scouts	61.0
Tinker Pond	Freshwater Access	15.0
Sperry Pond	Freshwater Access	5.0
Hatfield Subdivision	Conservation	8.7
Bolton Farms Subdivision	Conservation	32.5
Tedford Subdivision	Conservation	10.0
Lookout Landing Subdivision	Conservation	<u>4.0</u>
Sub-Total		366.6
TOTAL AREA		1231.1

- NOTES: (1) Undeveloped except for hiking.
 (2) Includes 6 acres with about 5/8 mile of shore area
 (3) Includes 1 acre of public access with over 1/3 mile of shoreline and a trailer-boat-boat launching area with ramp and parking area
 (4) Includes beach, swimming area, ballfield, and picnic pavilion.

3. Policy – Open Space Plan

The town, with its own resources and/or any available resources from federal, state or private organizations, should actively seek the permanent protection of the open space features identified within the high conservation priority parcels of the 2003 Open Space Plan for Bolton. The Commission has developed a map of these open space features, along with historical sites, which is shown as the Bolton Open Space and Historical Features Map in Figure 5. The features shown on the map were based on existing open spaces, ecological and conservation resources, physical features, historic features, greenways, expansion of State and town open space lands and connecting links. The town should seek the preservation of the identified open space features in any subdivision of the high, medium or low conservation priority parcels of the 2004 Open Space Plan for Bolton. The town should encourage the owners of the high, medium and low conservation priority parcels of the 2004 Open Space Plan for Bolton to permanently preserve the open space features identified on these parcels. The Bolton Open Space Plan and the Bolton Open Space and Historical Features Map should be used as resources by the Planning and Zoning Commission, property owners/applicants and others in identifying open space features (and parcels) which require special consideration in the planning process.

4. Policy – Open Space Area

Ultimately 20% of the total surface area of Bolton should be preserved as open space. This percentage of the town area sought as open space is comparable to that sought by the State for statewide open space. Since the area of the town is a fixed quantity, the percentage of the town that is open space at any given time can be readily determined. The Open Space Plan for Bolton lists parcels in the town that are considered to be significant from an open space resources viewpoint. The list of parcels in the Open Space Plan promotes an awareness of these local features and assists in making sound land use decisions. The list of parcels in the Open Space Plan comprises much more than 20% of the town's area and it is not the Commission's intent necessarily to preserve all such areas as they exist today. Rather, the Commission believes that an awareness of the existence of important open space features will allow a more conscientious approach to land management and development. The Bolton Open Space and Historical Features Map can be used to identify the nature and location of desirable preservation areas, which might be particularly helpful if it is not feasible to preserve entire parcels containing part or all of a feature being sought. Since all preservation sites may not yet have been identified, residents are encouraged to bring any areas that they believe to have significant open space or historical value to the attention of the Commission.

5. Policy – Town and State Parks

The town's parks should be managed in an ecologically sound manner for conservation, educational and recreational purposes. Freja Park should remain in a natural state with passive use. Herrick Park should provide passive and active recreational uses with additional trails and a playing field. The development of an additional playing field should be evaluated at Indian Notch Park, particularly to determine if adequate parking and restroom facilities can be provided. The State should be encouraged to continue the undeveloped status of the

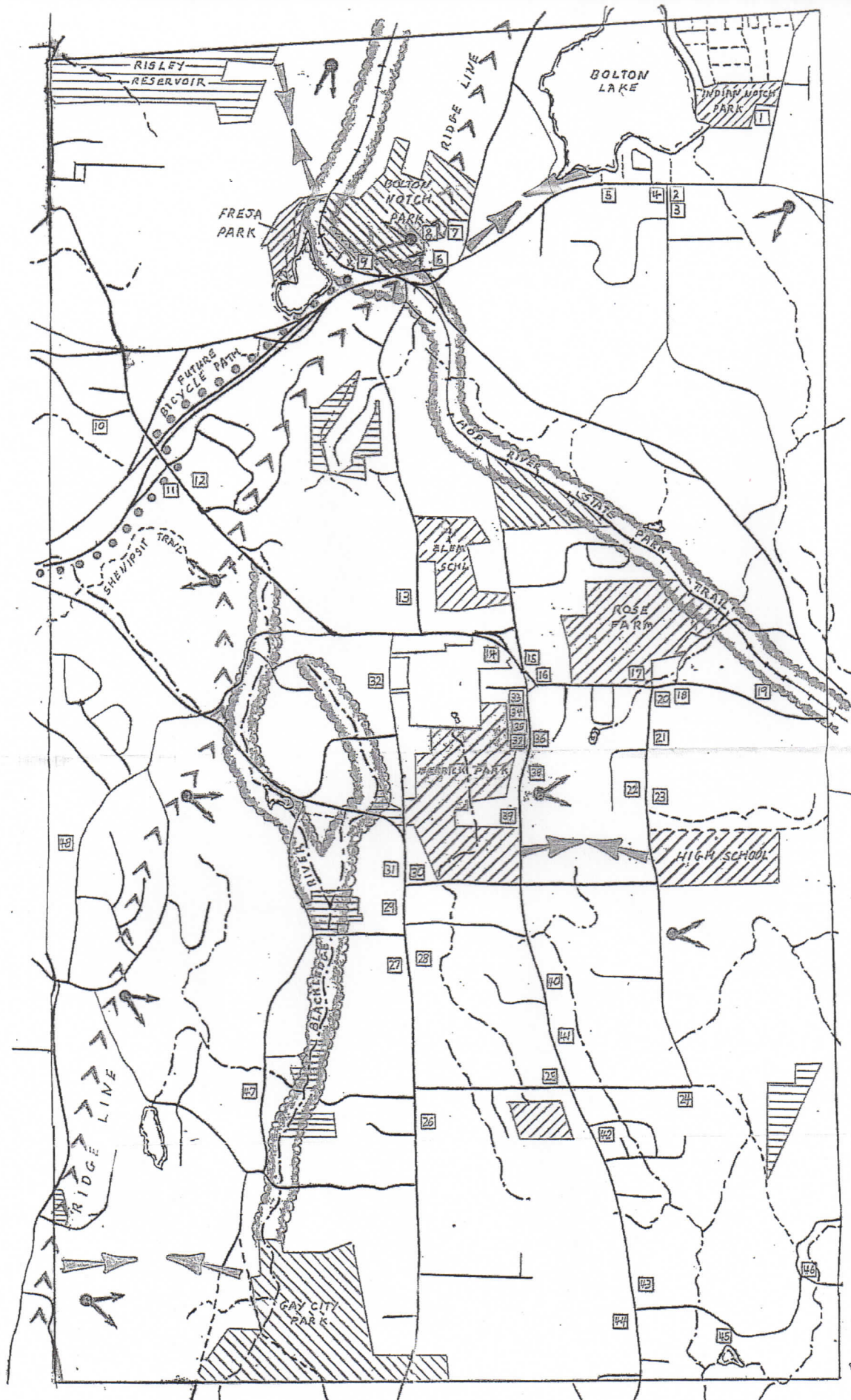
Bolton Notch State Park and Bolton Notch Pond. The State should be encouraged to acquire undeveloped land adjacent to Bolton Notch and Gay City Parks. The State should be encouraged to actively supervise and maintain the Bolton Lakes boat launch site.

6. Policy – The Configuration of Open Space

The configuration of the open space in Bolton is as important as the amount of open space in Bolton. Acquisition and preservation of open space should promote:

- a. The continuation of the Blackledge River corridor.
- b. Connections to the bicycle path in Manchester.
- c. A comprehensive greenway system that inter-connects conservation, open space and recreation areas.

See Figure 5.



Sources:
Bolton Land Use
Department Records, 2004

Disclaimer:
This map is for reference,
planning and general informatic
purposes only. It does not
conform to any mapping
standards. This map is not drawn
to scale.

FIGURE 5
OPEN SPACE AND
HISTORIC FEATURE
MAP
2005







-  Town Owned Land
-  State Owned Land
-  Permanently Preserved Land
-  Historic Site
-  View Point
-  Connecting Link Needle

TABLE 4
BOLTON'S 18TH CENTURY HOMES AND HISTORIC SITES
From the Bolton Community News – Compiled by Eileen Stanley

- | | | |
|--|--|---|
| 1. 54 Tolland Road
John Talcott 1780-1820 Cape | 17. Site of June, 1781 encampment of
French army under Rochambeau | 33. 11 Hebron Road
c. 1773 |
| 2. 1055 Boston Turnpike
c. 1740-1780 Cape | 18. 285 Bolton Center Road
c. 1720 – moved from E. Hartford
in 1990's | 34. 15 Hebron Road
prob. Ebenezer Carver
c/ 1740-1770 Gambrel Cape |
| 3. 14 South Road
North School House until 1949
c. 1840 Cape | 19. 34 Watrous Road
c. 1771 | 35. 17 Hebron Road
The Parsonage
c. 1780-1810 Federal |
| 4. 1041 Boston Turnpike
United Methodist Church
c. 1835 Greek Revival | 20. 2 Brandy Street
White's Tavern
c. 1740-1770 Georgian | 36. 22 Hebron Road
Daniel Darte
c. 1740-1770 Georgian |
| 5. 999 Boston Turnpike
Quarryville Cemetery 1730-present | 21. 22 Brandy Street
Ezra Loomis c. 1740-1780 Cape | 37. 25 Hebron Road
Jared Cone
c. 1780-1810 Federal |
| 6. 666 Boston Turnpike
1799 Cape Site of Bolton's
first telephone company | 22. 37 Brandy Street
prob. Jonathan Colton
c. 1730-1770 Cape | 38. 44 Hebron Road
Center Cemetery 1726-present |
| 7. Quarry Road- west side
archaeological site (quarries) | 23. 56 Brandy Street
Thomas Loomis c. 1740-1780
Georgian 3/4 House | 39. 61 Hebron Road
c. 1780-1820 Gambrel Cape |
| 8. Squaw Cave | 24. 105 School Road
prob. Thomas Bishop
c. 1760-1800 Georgian/Federal | 40. 106 Hebron Road
c. 1760 Georgian |
| 9. Site of former Railroad Station
1848-mid 1950's | 25. South School House until 1949 | 41. 136 Hebron Road
Abel Shaylor, c. 1725-1765
Georgian/Salt Box |
| 10. 12 Carpenter Road
David Talcott c. 1761 | 26. 222 West Street
c. 1735 - moved from Middletown
in 1984 | 42. 174 Hebron Road
Jonathan Darte, Blacksmith
c. 1771 Federal Half-House |
| 11. 55 Bolton Center Road
Rueben Carpenter 1802 Cape | 27. 105 West Street
Jonah Strickland (uncertain)
c. 1780-1820 Cape 3/4 house | 43. 234 Hebron Road
Jerijah Loomis, c. 1720
c. 1820 Federal/Greek Revival |
| 12. 60 Bolton Center Road
c. 1780-1820 Federal | 28. 100 West Street
c. 1740-1800 Cape | 44. 261 Hebron Road
Nathaniel Loomis
c. 1720-1760 Gambrel Cape |
| 13. 129 Notch Road
c. 1870 Center School, moved from
behind Congregational Church
in 1940's | 29. 59 West Street
John Gilbert
c. 1740-1780 Georgian | 45. 39 Shoddy Mill Road
John Bishop 1720 Salt Box |
| 14. 219 Bolton Center Road
Joel White 1740-1780 Georgian
Site of Bolton's first post office | 30. 40 West Street
c. 1740-1780 Georgian | 46. 88 Shoddy Mill Road
c. 1730-1770 Cape |
| 15. 220 Bolton Center Road
Brick Tavern c 1810 Federal
Station for Hartford-Norwich
stage line | 31. 35 West Street
Benjamin Mann
c. 1740-1780 Georgian | 47. 119 French Road
prob. David Strong
c. 1760-1800 Georgian/Federal |
| 16. 228 Bolton Center Road
Congregational Church
1848 Greek Revival, Near site of
original 1725 Meeting House | 32. 21 Clark Road
Timothy Olcott
c. 1760-1800 Cape | 48. 55 Volpi Road
c. 1740-1780 Georgian |

Goal 7 Water Resources

Introduction

Bolton's water resources consist of lakes, ponds, river systems, marshes, streams, groundwater and flood plains. These resources perform functions which enhance the quality of life of Bolton's residents, such as helping trap sediment and absorbing excess nutrients, providing wildlife habitat, recharging groundwater, retaining flood waters, offering recreational opportunities and providing visual beauty.

Bolton's proximity and easy access to Hartford, combined with its rural character and natural beauty, make it attractive for residential development. With less land available that easily accommodates development, land formerly considered too wet or otherwise unsuitable for development is being considered for building. As a result, more activities are being proposed closer to wetlands and watercourses. This section of the Plan of Conservation and Development addresses some of the issues related to the Town's water resources that may arise as a result of increasing demand for building lots. The recommendations here are intended to be read in conjunction with the Bolton Inland Wetlands and Watercourses Regulations and offer additional guidelines for developers and landowners as they plan for the future of their land.

Significant Water Resources in Bolton

The following are significant water resources in the Town of Bolton:

Lakes and Ponds:	Bolton Lake Tinker Pond Sperry's Glen Bolton Notch Pond Bayberry Pond
Watercourses:	Blackledge River and its unnamed tributary Hop River Railroad Brook Baker Brook French Brook Bolton Pond Brook Burnap Brook {stream coming from Bayberry Rd.}
Marshes:	Warner Swamp Unnamed swamp near Johnson Road

Although all activities within 100 feet of any wetland or watercourse are regulated by the Bolton Inland Wetland Commission pursuant to regulations last amended May 31, 2005, any

activities that are proposed for properties on which the water resources listed above are located should be scrutinized carefully with an awareness of the functions and contributions that these resources provide to the Town.

Significant Water Resources

It is expected that a public sewer system will be installed near Bolton Lake within the next decade, because the Town of Bolton is under an order from the Department of Environmental Protection to take corrective action regarding failing septic systems near Bolton Lake. Evidence from other towns, such as East Hampton, suggests that the installation of a public sewer system near Bolton Lake will increase the value of the lakefront properties to the extent that the land values may exceed the value of the existing structures on the lots.

The Planning and Zoning and the Inland Wetlands regulations should be reviewed to address the potential for increased pollution and more intense uses adjacent to lakes and ponds. Homeowners and users should be aware that pesticides, fertilizers and herbicides used on lawns and gardens near significant water resources have the potential to leach into the lake and harm the water quality, plant and fish life in it. Development designs for properties near significant water resources should include natural buffers between houses and the waterfront in order to reduce the potential for harmful runoff into the significant water resources.

Recommendations:

- 1) Encroachment into significant water resources should be limited;
- 2) Docks should be constructed to be used for boating, swimming and fishing, and any request for an increase in the size of a dock should relate to one of these purposes. Construction materials should be limited to these that are non-leaching and non-toxic.

Neighborhood groups such as the Tinker Pond Homeowners' Association in association with the Bolton Conservation Commission should continue their efforts in monitoring the water quality of these water bodies, and educating other lake- and pond-front homeowners and users about the effects of human activity on water quality. The State Department of Environmental Protection has resources available to groups such as these.

Watersheds, River Systems and Watercourses

Bolton is situated in two major drainage basins, the Connecticut and Thames, and three regional drainage basins, the Hockanum, Willimantic and Salmon basins. Route 85 forms the approximate dividing line between the two major basins, so water west of Route 85 drains toward the Connecticut River, and water east of Route 85 drains first into the Hop River and eventually into the Thames River. Being located in two major and three regional drainage basins indicates that activities that occur in Bolton's water resources could have a widespread impact on other water resources in those drainage basins.

Bolton is home to the headwaters of two important rivers: the Blackledge and the Hop Rivers. The former begins southwest of Mt. Sumner as a small stream, and then broadens into a wide

marsh just north of Deming Road. It continues as a stream southward until it widens again as it flows into Gay City State Park and the pond located there. South of Bolton the Blackledge River flows into the Jeremy and Salmon Rivers.

The Blackledge River and its associated wetlands offer excellent and diverse habitat for numerous species of wildlife and vegetation. Marshes, forested wetlands and open water characterize the River's corridor. According to the Connecticut Department of Environmental Protection, the surface water quality of the Blackledge River in Bolton is Class A and the ground water quality is Class GA. The River is a good cold-water fishery that is stocked with brook trout annually by the DEP, and other fish species such as largemouth bass are found in the Blackledge River.

The headwaters of the Hop River are located northwest of Stony Road and north of Route 6. This river is a major tributary of the Thames River. Feeding the Hop River is Bolton Pond Brook, which begins at Bolton Lake and flows generally along South Road. Another important watercourse in Bolton is Railroad Brook, which flows north from Bolton Notch Pond along the former railroad bed, which was designated in 2001 by the DEP as the Hop River State Park Trail, part of the East Coast Greenway. In 2000, the Fisheries Division of the DEP undertook the Railroad Brook Fish Habitat Restoration, re-directing its flow to eliminate erosion of the railroad bed and creating fish habitats.

Recommendations:

Development which adversely impacts significant water resources previously listed should be discouraged;

2) Development within 200 feet of each bank of the primary stem of the Blackledge River or any contiguous wetlands flanking the Blackledge River channel should receive more stringent review by the Inland Wetlands Commission and Planning and Zoning Commission, as recommended in the Blackledge River Watershed Protection Study dated July 1993;

3) Consideration should be given to revising Zoning and Subdivision Regulations to incorporate the applicable recommendations on Pages 35 through 41 of the 1993 Blackledge River Watershed Protection Study.

4) All land use boards and commissions which review an application for development along the Blackledge River should consult the Blackledge River Watershed Protection Study and consider its recommendations when making a decision on an application;

5) Development proposals near the water resources listed above should comply with all State of Connecticut Department of Health recommendations as well as requirements;

6) Development proposals near water resources should consider recommendations of best management practices and land use boards reviewing proposals in areas containing water resources should follow such practices in their decision-making process; and

7) The Town of Bolton should continue to acquire conservation easements along the Blackledge River corridor to add to the two existing conservation areas, located at the end of Norma's Way and west of Hatfield Drive, which total 22 acres and consider acquiring similar conservation easements along other significant watercourse in town.

8) When reviewing land use applications, the Bolton Planning and Zoning Commission should take steps to preserve open space along significant watercourses as permitted under state statutes and the Bolton Zoning and Subdivision Regulations.

Bolton's Aquifer

The Town's only aquifer is located in the area west of Notch Pond, north of Route 44 to the Manchester border and reaches from the Manchester border to Notch Pond and is delineated on a map entitled "Manchester Water Department New Bolton Road Wellfield". The primary recharge area of the aquifer is about 180 acres. Due to the likelihood of a public sewer system being constructed along Route 44 and the possibility of commercial development that will follow, special consideration should be given to development over the aquifer.

Recommendations:

- 1) All development within the aquifer area should be done in accordance with the state and local aquifer protection regulations;
- 2) Uses considered to have a high risk of potential pollution of groundwater should be strictly regulated within the aquifer area.

Protecting the Resource

In protecting resources Bolton's well water quality will depend largely on the preservation of watershed and aquifer lands. As unfragmented forests and other natural areas in Bolton continue to be cleared and developed, drinking water sources should be buffered from polluted run-off, from non-point sources, such as asphalt parking lots, roads, and housing developments.

Public Drinking Water Resources in Bolton

A number of public water supply wells and community water systems are used in Bolton. These locations include:

Town of Manchester Water Department/Manchester Reservoir System

A portion of this system is located in the Northwest section of Bolton. According to the CT Department of Public Health Drinking Water Division's Source Water Assessment Program (SWAP), the Manchester Reservoir System watershed encompasses some 6,600 acres of land in Bolton, Glastonbury, Manchester and Vernon. This system is a source of public drinking water that is maintained and operated by the Town of Manchester Water Department.

CT Water Company Northern Region – Llynwood System

This system is located in the Northeast corner of Bolton near Bolton Lake. According to Conservation Commissions Groundwater Resource Inventory Report (1995) this well supplies approximately 184 people. The CT Department of Public Health Drinking Water Division's Source Water Assessment Program (SWAP) states that the source water area is 22 acres.

Cook Drive Association

This system is located just south of Bolton Notch. According to the Conservation Commissions Groundwater Resource Inventory Report (1995), this well supplies approximately 80 people. The CT Department of Public Health Drinking Water Division's Source Water Assessment Program (SWAP) states that the source water area is 27 acres.

Southridge Apartments

This system is located near the South Road and Route 6 Intersection. According to the Conservation Commissions Groundwater Resource Inventory Report (1995), this well supplies approximately 75 people. The CT Department of Public Health Drinking Water Division's Source Water Assessment Program (SWAP) states that the source water area is 36 acres.

Sunset Apartments

This system is located near Tolland Road. According to the Conservation Commissions Groundwater Resource Inventory Report (1995), this well supplies approximately 42 people. The CT Department of Public Health Drinking Water Division's Source Water Assessment Program (SWAP) states that the source water area is 18 acres.

Level "B" Aquifer - New Bolton Road Wells (4 total)

These wells are located in the coarse-grained stratified drift aquifer in the northwestern section of town near the western boundary of Manchester. Approximately 300 acres in the surrounding area are designated as a water supply watershed.

Goal 8 Protecting Other Natural Resources

While water resources may be the highest priority for conservation, there are other natural resources in Bolton deserving protection and conservation. Bolton's natural resource maps identify unique or special habitat areas and steep slopes. Efforts should be made to provide reasonable protection for native plants, animals and their habitats. Steep slopes should receive significant consideration to minimize slope failure or erosion potential.

1. Policy – Continue to consider natural resource issues at the time of development.
2. Policy – Protect plants and animals and their habitat.
3. Policy – Review new development on steep slopes (25% or greater).

Goal 9 Transportation

With the trains long gone and only limited bus service available, Bolton residents must depend almost exclusively on motor vehicle transportation, which provides convenience and unlimited flexibility for the individual motorist. However, motor vehicle travel is not necessarily the safest or most efficient means of travel for everyone, particularly those who are not able to drive or do not have access to a vehicle. The well-used commuter parking lot along Routes 6 and 44 does allow some travelers to minimize personal vehicle use by connecting to carpools, vanpools and the regional bus service but, as its name implies, it functions primarily for the work trip and for most people its use requires a vehicle to reach the parking lot. People may bicycle or walk for some trips but they must compete with motor vehicles for road space and contend with variable weather and visibility conditions. The road network itself, essential for motor vehicle travel, is not always safe and there is at least one major road with a terrible safety record, Route 6.

For most residents the current type of transportation facilities available are probably suitable, although they could probably be enhanced with safety and efficiency improvements to the vehicles and roadways. For some residents other means of transportation may be desirable, such as public transportation, bicycling and walking. However, the likelihood of major changes to the current transportation system during the next ten years covered by this plan is remote, simply because of the enormous cost and time needed to provide any new infrastructure. Although no town can independently change a transportation system that extends beyond its boundary, it can encourage and participate in actions to begin providing more options for safer and more efficient local and region-wide travel. Since use of roads will be needed for the foreseeable future, some of those improvements must be to the road network itself.

1. Policy – Transportation Options

The town should work with the Regional Planning Commission and the Department of Transportation to address potential transportation options including but not limited to the following topics:

- A. The need to expand the commuter parking lot facilities should be reviewed.
- B. The creation of a system of safe bicycle/pedestrian lanes and paths should be reviewed.
- C. The feasibility of extending commercial bus service to the town should be reviewed.
- D. The adequacy of van services for seniors and disabled persons should be reviewed.
- E. The potential of again using the abandoned railroad bed for transportation purposes should be reviewed.

2. Policy – Transportation Safety

Route 6 - Recognizing that the best safety designs available have already been applied to the existing Route 6, the only viable improvement to reduce injuries and deaths is for the Connecticut Department of Transportation to build the proposed Route 6 Expressway along the alignment through Bolton that has long been found to be environmentally appropriate, once called Alternate 54 and more recently called Alternate 133B. This needed improvement should be a part of the state and regional transportation plans.

Route 44 - The Connecticut Department of Transportation should evaluate the safety and access conditions for the full length of Route 44 through Bolton, which is an important arterial of the region carrying traffic volumes similar to those on Route 6. The town has many businesses and road intersections along this State route and a comprehensive study to maximize safety and efficiency without disrupting the commercial center of the town, can only be successful with the State's involvement. The recommendations produced from such a study should be incorporated into the state and regional transportation plans.

Route 533, Cider Mill Road and Lake Street – Although this road is a minor State highway, it is a primary local connector between Vernon and Bolton. In 2001 the average daily traffic volume ranged from 4,600 to 5,900 vehicles per day. According to State records there were 20 reported accidents on this road from 1998 to 2000. The pavement is narrow and the sight lines are inadequate. Extensive safety improvements are essential to reduce the number and severity of accidents on this section of road.

Goal 10 Historical Places

Bolton has a rich historical heritage with many identified historical features. Most of the historical properties are in private ownership but the town does own several important sites: the Rose Farm, the Rochambeau's Encampment, the town hall and the town green. A formal inventory of the historical places has not yet been done. The Town Clerk has many historical records but no repository for the historical materials has been established. The Rose Farm Stewardship Committee has prepared a detailed report including recommendations for the actions at the farm buildings and properties.

Policy – Historical Records and Artifacts

The town together with the Bolton Historical Society should support a formal, professional inventory of the historical properties in the town and provide facilities to securely store historical records and artifacts. The establishment of a facility for some supervised public access to the historical records and artifacts should be reviewed.

SOLAR ENERGY

The use of alternative forms of energy, such as solar energy, can help reduce the strain on conventional energy sources, particularly fossil fuels. The choice of energy used at a location is made by those responsible for a property, such as the owner. However, the town does encourage property owners to consider the use of solar energy when properties are subdivided for development. Section 3.9 of the Subdivision Regulations directs developers to consider passive solar energy techniques in the preparation of a subdivision plan. The building orientation, street and lot layout and the vegetation in an area can be utilized to improve the potential effectiveness of solar access. The regulation should remain in effect and consideration should be given to updating it as more information becomes available about effective building techniques that improve energy efficiency and reduce adverse environmental effects.

HUMAN RESOURCES, SOCIAL SERVICES, HEALTH, INTERPERSONAL COMMUNICATIONS

The General Statutes state that a plan of conservation and development must address human resources, social services, health and interpersonal communications. The Statutes do not define these broad topics or include any explanatory text concerning them. These topics are obviously important to any community. However, this Plan is focused on land use issues and there do not appear to be any un-met needs of the town under these topics as they relate to land use patterns.

REGIONAL PLAN OF CONSERVATION AND DEVELOPMENT

The Bolton Plan of Conservation and Development appears to be consistent with the 2003 Plan of Conservation and Development for the Capitol Region. The Regional Plan addresses important physical, social and economic issues for the diverse collection of communities that comprise the Capitol Region. Following the suggested plan policies should lead towards an improved region as a whole including a more protected natural environment, broader housing opportunities, less transportation congestion and a stronger economy. By its nature a regional plan does not focus on specific local issues within individual communities. In Bolton two such issues with regional connections are the State mandated sewers along Route 44 that will also serve Vernon and the long proposed elimination of the freeway gap between Bolton and Columbia that will relieve a heavily traveled, dangerous section of Route 6. However, the Regional Transportation Plan, a separate document, does specifically address the need for Route 6 improvements.

STATE PLAN OF CONSERVATION AND DEVELOPMENT

The Bolton Plan of Conservation and Development appears to be consistent with the State Plan of Conservation and Development except that the State Plan does not recognize the long-existing commercial and business zoned areas in the Route 6 and Route 44 corridors, which contain the vast majority of the town's businesses and industries. These businesses are an important part of the town's makeup serving people throughout the region and should be included as a viable part of any regional and statewide plans. The State should continue to be encouraged to review its statewide Plan of Conservation and Development to address the existence of this significant commercial/industrial area that functions as an important part of the regional economy and the landscape in eastern Connecticut.

LAND USE PLAN

The main features of this Plan of Conservation and Development are the goals and policies stated in the previous sections, which collectively with this section constitute the Land Use Plan for the town. Many of these policies recommend actions that cannot be depicted on a drawing of a plan or map, such as revising a regulation or improving a municipal facility. Also to include one map in this document as the fixed land use plan would risk making any future actions by an appropriate authority following the Plan's stated policies, inconsistent with such a map. Land use actions by the appropriate authorities should be reviewed by the Planning and Zoning Commission to determine if any resultant laws, regulations, maps or municipal improvements are consistent with the stated goals and policies in this Plan of Conservation and Development.

One plan that does have official, regulatory status in the town is the Bolton Zoning Map (Figure 6) on file in the Town Clerk's Office. For purposes of local regulation of land use in Bolton, the Bolton Zoning Map, as amended from time to time by the Planning and Zoning Commission, is a visual component of the Land Use Plan, provided that any changes to this Zoning Map are reasonably consistent with the stated goals and policies in this Plan of Conservation and Development. Any other maps referenced in this Plan of Conservation and Development, such as the map of the sewer area, are included in the form that existed as of the date of the adoption of this Plan, only for the reasons stated in the text of this Plan. Any revisions to any map are not a part of this Plan until adopted by the Planning Zoning Commission.

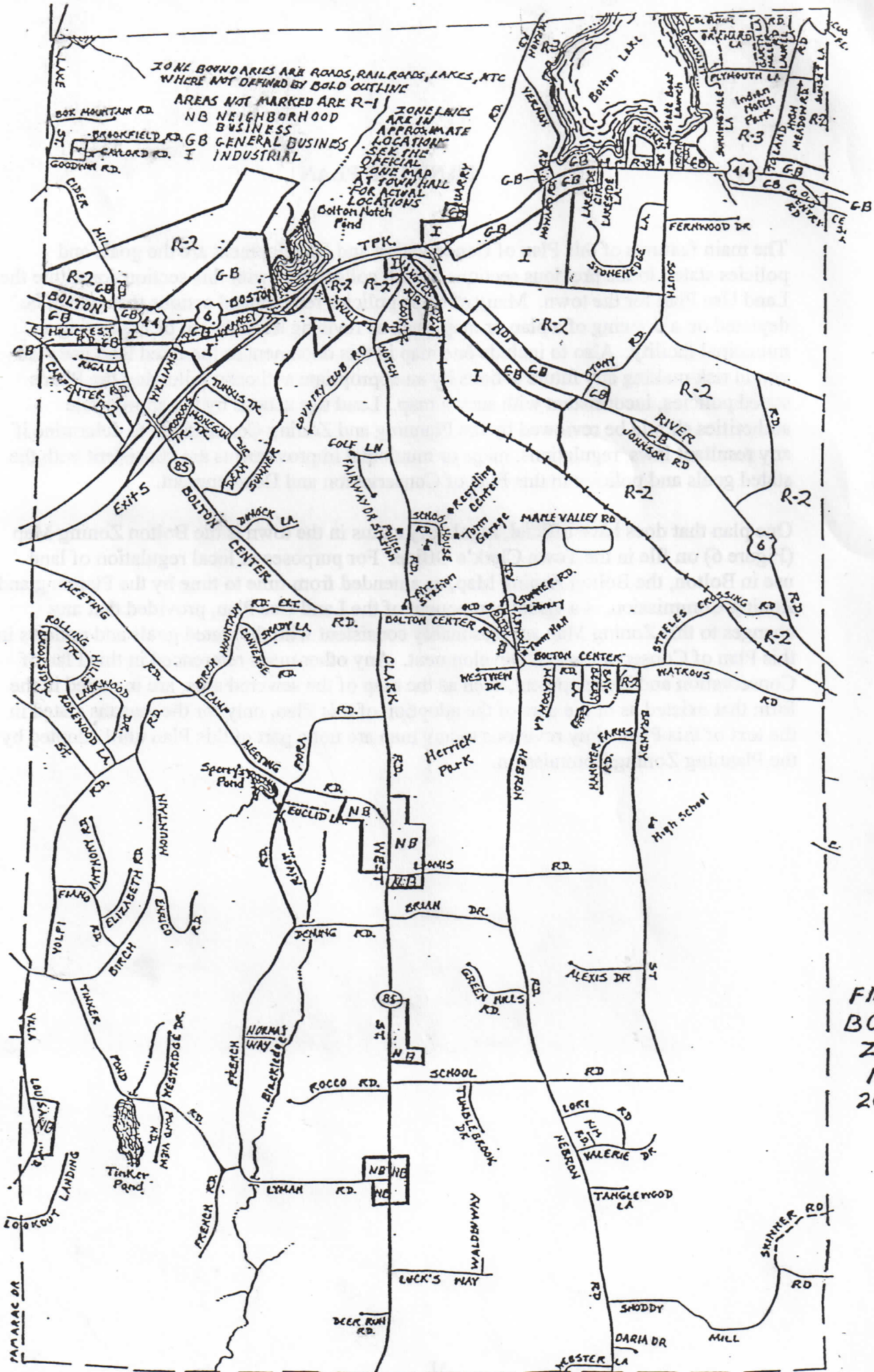


FIGURE 6
 BOLTON
 ZONE
 MAP
 2005