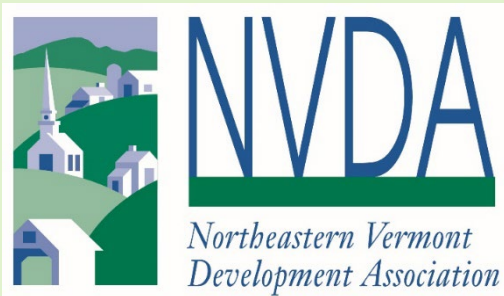


Understanding Subdivision Regulations ...and how they can work for your community

October 7, 2025













Subdivision

- 24 VSA Chapter 117, Section 4418:

“The division of a lot or parcel of land into two or more lots or other divisions of land for sale, development, or lease.”

“A comprehensive process for local permit review”

How do Subdivision bylaws differ from Zoning?

Subdivision and Zoning Bylaws Comparison Table	
Subdivision Bylaws	Zoning Bylaws
Lot layout and design standards	Location of land uses, dimensional and density standards
Required infrastructure improvements	Density of uses at a site
Open space and recreation design	Requirements for the amount of open space
Approval process requirements, including waiver of standards by the municipality	Variances acted upon only by the governing body or zoning board
Financial guarantee for the construction of a project's public improvements ("surety")	Long-term oversight for ongoing regulatory compliance throughout the municipality

How this is useful to all kinds of towns

1. Helps makes construction process more predictable for town staff, planning volunteers, and property owners.
2. Supports the direct implementation of the Town Plan
3. Clear system to reasonably prevent unwanted change
4. With regional and state support through Act 250 and the designation program, gives towns opportunity to focus housing in a Center or Neighborhood.



Guildhall

Subdivision is just one of many tools:

Non-Regulatory Planning

Regional Plan

Municipal Plan

Housing Studies

Hazard Mitigation Plans

Solid Waste Management Plans

Wastewater Planning Studies



Subdivision is just one of many tools:

State-Level Guidance

Three Vermont Planning Manual Modules

1. Municipal Plan
2. State Designation Programs
3. Enabling Better Places through Bylaw Reform



Vermont Planning Manual Module 1: The Municipal Plan

Agency of Commerce and Community Development
June, 2025



Vermont Planning Manual Module 2: State Designation Programs

Agency of Commerce and Community Development
June, 2025



Vermont Planning Manual Module 3: Enabling Better Places Through Incremental Local Bylaw Reform

Agency of Commerce and Community Development
June, 2025



Subdivision is just one of many tools:

Non-Regulatory Programs and Incentives

Designation Programs

Tax Credits (New Market, Low Income Housing)

Vermont Employment Growth Incentive (VEGI)

Use Value Appraisal Program (Current Use)

Conservation Easements



Subdivision is just one of many tools:

Infrastructure Investments

- Capital Budget and Planning
- Bridge and Culvert Inventories
- Bonds
- Revolving Loan Funds
- Tax Increment Finance (TIF) Districts



Subdivision is just one of many tools:

Grants and Training

- Municipal Planning Grants
- Vermont Community Development Program
- Vermont Economic Development Authority (VEDA)
- USDA Rural Development
- Northern Border Regional Commission
- Training and workshops
- Municipal Consultations



Subdivision is just one of many tools:

Other local regulations

- Zoning Regulations
- Flood Hazard Regulations
- Junkyard Ordinances
- Freestanding ordinance (noise, outdoor wood boilers, etc.)

State regulations

- Act 250 Review
- Section 248 Proceedings



REQUIRED Provisions (4418)

If subdivision bylaws are adopted by a community, they “shall contain” some elements-- related to plan submission, the design of public facilities such as for transportation, and the protection of natural and cultural features. Subdivision bylaws also “may include” other elements, such as the ability of the local board to “waive” or modify requirements as appropriate, generate procedures for the local review process, and regarding energy conservation/renewable energy.

1. Procedures and requirements for design, submission, and processing of plats
2. Standards for the design and layout of all public facilities
3. Standards for the design and configuration of parcels or lots
4. Standards for the protection of natural and cultural resources and open space

Procedures and requirements

- Determine what triggers the review -- minor or major review
 - Sketch plan review: conceptual; usually used to determine if it's a minor or major – can be informal
 - Preliminary: usually reserved for major review – requires a warned public hearing
 - Final review: WHAT needs to be submitted – requires a warned public hearing
- How and when does it get recorded?
- Are there exemptions?
- Provisions for phasing?

Purposes of Subdivision

- To enable **coordinated development** in accordance with the Municipal Plan.
- To ensure that all future development is well designed to protect the **health, safety, and general welfare** of the community.
- To **coordinate** private development with public infrastructure development.
- To provide **protection to a property owner** or purchaser by ensuring the creation of developable lots and adequately designed developments.
- To enable a **fair apportioning of public and private costs** for infrastructure improvements.
- To establish **uniform standards** to ensure that public infrastructure and other community facilities are **built properly**, including a coordinated transportation system.
- To prevent the imposition of **undue future cost burdens on the municipality**.
- To establish a **fair and efficient process** for reviewing subdivisions and land developments.

Complete Streets

- With particular respect to transportation, Vermont's Act 34 of 2011 plays a vital role in subdivision bylaws. Act 34 was enacted to ensure that the needs of all users of Vermont's transportation system – including motorists, bicyclists, users of public transportation, and pedestrians of all ages and abilities – and “Complete Streets” principles are considered in all state and municipally managed projects.
- The Complete Streets approach to planning, design, and maintenance promotes safety and accessibility for all users of all ages and abilities. More detail is included below, and is available in this 2023 [Complete Streets Guide](#) prepared by the Vermont Agency of Transportation.

Complete Streets

In 2011, the Vermont Legislature passed Act 34, codifying Complete Streets as those that “provide safe and accessible options for multiple travel modes for individuals of all ages and abilities, including walking, cycling, public transportation, and motor vehicles”

Complete Streets are context-specific. This means that factors like land use and the density of land development, are important in considering what treatments and improvements should be considered.



Complete Streets Guidance

Vermont Agency of Transportation | Updated May 2023

Complete Streets are not one **size** fits all

Complete streets...

... make travel **safe, comfortable, and convenient** for all modes, but that doesn't mean that it provides for each one in its own area - not just about taking space away from cars.

...are the kinds of places where you **feel confident** letting your child ride ahead a bit when out biking.

... have **diverse features**, elements that can range from sidewalks and bike lanes to specialized bus lanes, accessible public transportation stops, and even roundabouts.

... are **not a single design formula**; each is tailored to its local context.

Complete Streets Options



Wide shoulder

Something as simple as a wide shoulder can make a huge difference for pedestrians and bicyclists on rural roads.



Crosswalk

Carefully planned crosswalks prioritize the pedestrian experience and can connect communities in ways that weren't possible (or safe) before.

Complete Streets Options



Painted bike lane

Painted bike lanes are low-cost ways to accommodate bicyclists in the roadway. Designs can be tested over time to see what works best.



Shared-use path

Separating vehicular from active transportation users can create destinations for locals and tourists alike, supporting the local economy.

Complete Streets Options



Sidewalks

Providing clear space for pedestrians on roadways helps create places that people want to be. Sidewalks bring people, & people bring life to streets.



Benches

Providing places for people to sit, rest and enjoy downtown streets humanizes roadsides. These simple amenities can make places more accessible, people-friendly, and support economic growth by encouraging people to linger.

Complete Streets Options

Table 1 – Examples Complete Streets Strategies for Different Land Use Contexts			
	Town / Village Center	Suburban	Rural
Context Description	Concentration of retail, commercial and social activity interspersed with housing and recreational amenities. These spaces are often walkable.	More dispersed, lower density retail, commercial and social activity; housing may be interspersed but is most likely separated from other land uses; recreational amenities also separate but linked.	Completely dispersed uses – commercial / social, residential, recreational – widely separated.
Complete Streets Objective	Prioritize pedestrian spaces. Clearly delineate space for different users; where possible separate and protect vulnerable users; motor vehicle speed to be limited by design elements; some amount of congestion is expected and tolerated.	Provide access for all users. Clearly delineate space for different roadway users; promote visibility between roadway users and create buffers where space permits; control vehicle speeds where there are interactions with vulnerable users.	Create space for and promote visibility between different roadway users; target improvements at major intersections. Consider how rural areas are connected to suburban areas and town centers.



Hardwick

Figure 6: Permanent curb extension in Hardwick, VT



Greensboro

Figure 77: Temporary curb extension, photo by Local Motion

Complete Streets Concepts

BEFORE

No shoulder on culvert crossing



ATTENTION: This analysis is conceptual in nature. The “before” images are conceptual in nature and intended as teaching moments that will encourage practitioners to think of all road users on VTrans projects

Complete Streets Concepts

AFTER

Expand shoulder at
culvert to create
space for pedestrians
and bicyclists

COMPLETE STREETS TIPS

Sometimes small improvements, like widening a shoulder, can have huge benefits for active transportation users.



LEGEND

- Sidewalk
- Crosswalk
- Access management
- Pedestrian island
- Bike lane
- Street trees

ATTENTION: The feasibility of including Complete Streets elements depends largely upon the type of project, roadway jurisdiction, Right-of-Way constraints, environmental impacts, permitting restrictions, and other agency policies. The ideas shown are conceptual only and illustrate Complete Street elements.

Complete Streets Concepts

BEFORE

Manage vehicular access
for pedestrian safety by
reducing large,
unstructured paved areas

Wide, underutilized
shoulders or excess
parking in downtown
areas



Wide intersections

Wide turning radiuses

ATTENTION: This analysis is conceptual in nature. The “before” images are conceptual in nature and intended as teaching moments that will encourage practitioners to think of all road users on VTrans projects

Complete Streets Concepts

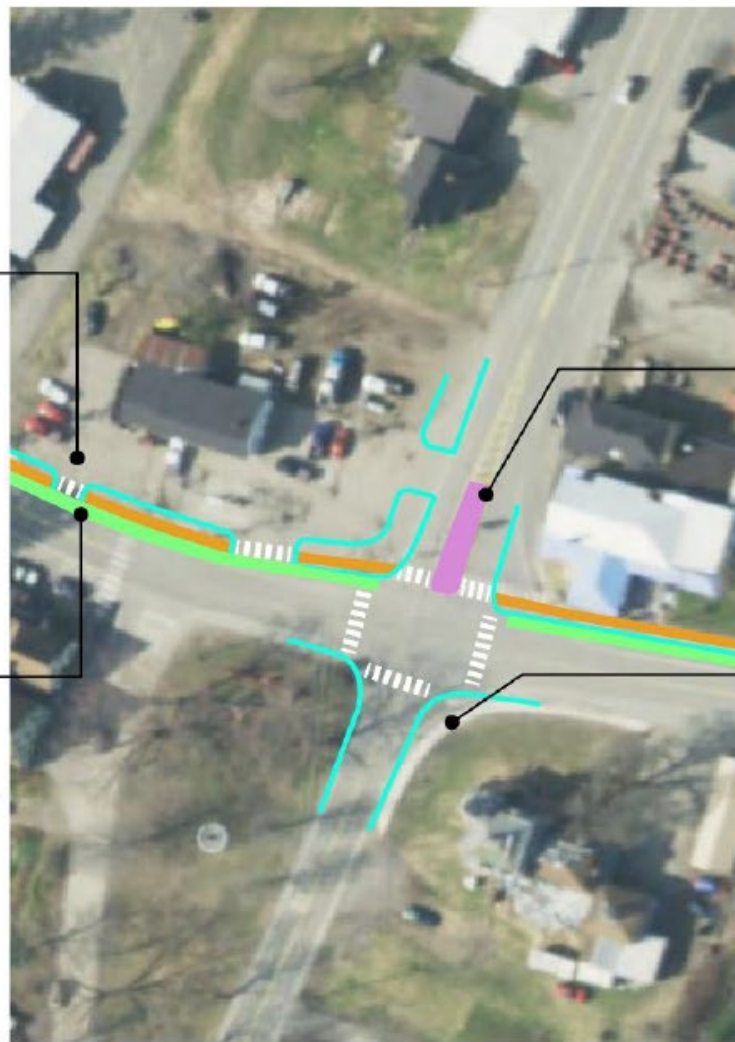
AFTER

Manage vehicular access in large open lots for pedestrian safety

Add bike lanes in spots with wide shoulders

COMPLETE STREETS TIPS

Intersections are important locations to consider how all roadway users can navigate the space.



Add pedestrian island to make wide intersections more accessible.

Squeeze turning radiiuses to make intersections safer for pedestrians.

LEGEND

- Sidewalk
- Crosswalk
- Access management
- Pedestrian island
- Bike lane
- Street trees

ATTENTION: The feasibility of including Complete Streets elements depends largely upon the type of project, roadway jurisdiction, Right-of-Way constraints, environmental impacts, permitting restrictions, and other agency policies. The ideas shown are conceptual only and illustrate Complete Street elements.

Complete Streets Concepts

BEFORE

Lack of sidewalks to connect pedestrians to food, jobs and resources.



Large, unstructured paved areas without clear delineation of pedestrian space

Lack of safe crossings to allow people who do not have access to vehicles to access services

ATTENTION: This analysis is conceptual in nature. The “before” images are conceptual in nature and intended as teaching moments that will encourage practitioners to think of all road users on VTrans projects

Complete Streets Concepts

AFTER

Street trees

Add sidewalks to
increase pedestrian
access

Add crosswalks for
pedestrian safety

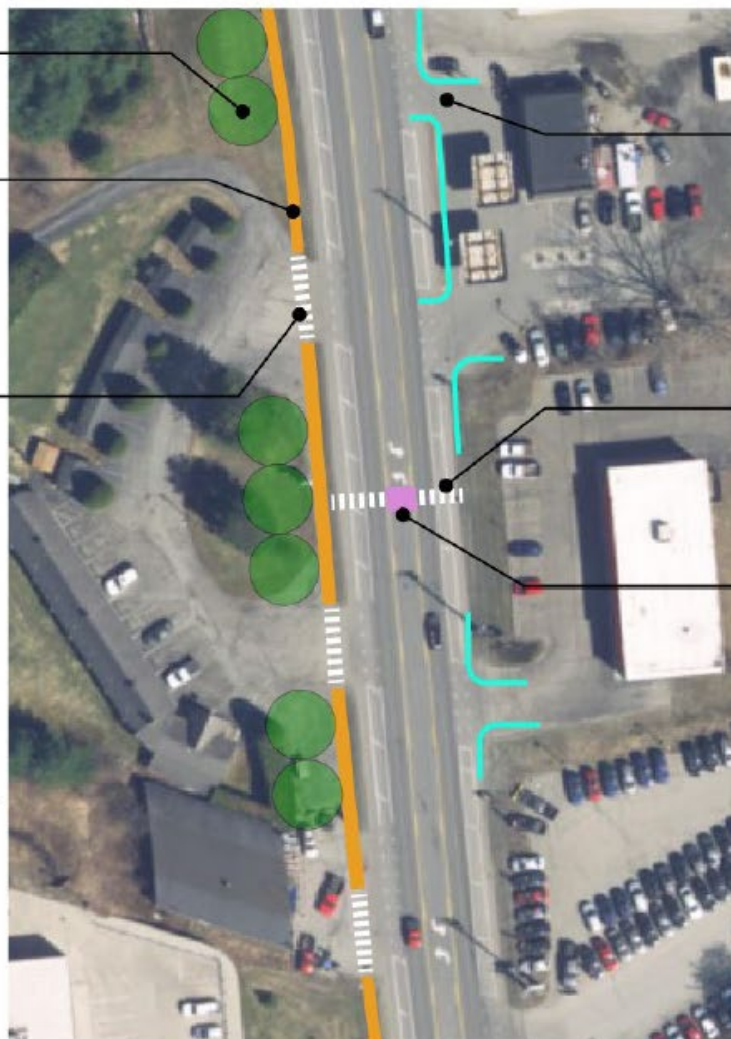
Manage vehicular access
for pedestrian safety by
reducing large,
unstructured paved areas

Add mid-block crosswalks
where feasible

Offer pedestrian islands for
safe crossing

COMPLETE STREETS TIPS

Consider context - do
people live along the
route? How do they get to
food, supplies, jobs?



LEGEND

- Sidewalk
- Crosswalk
- Access management
- Pedestrian island
- Bike lane
- Street trees

ATTENTION: The feasibility of including Complete Streets elements depends largely upon the type of project, roadway jurisdiction, Right-of-Way constraints, environmental impacts, permitting restrictions, and other agency policies. The ideas shown are conceptual only and illustrate Complete Street elements.

Complete Streets Concepts

BEFORE

Lack of accessible
sidewalks along park

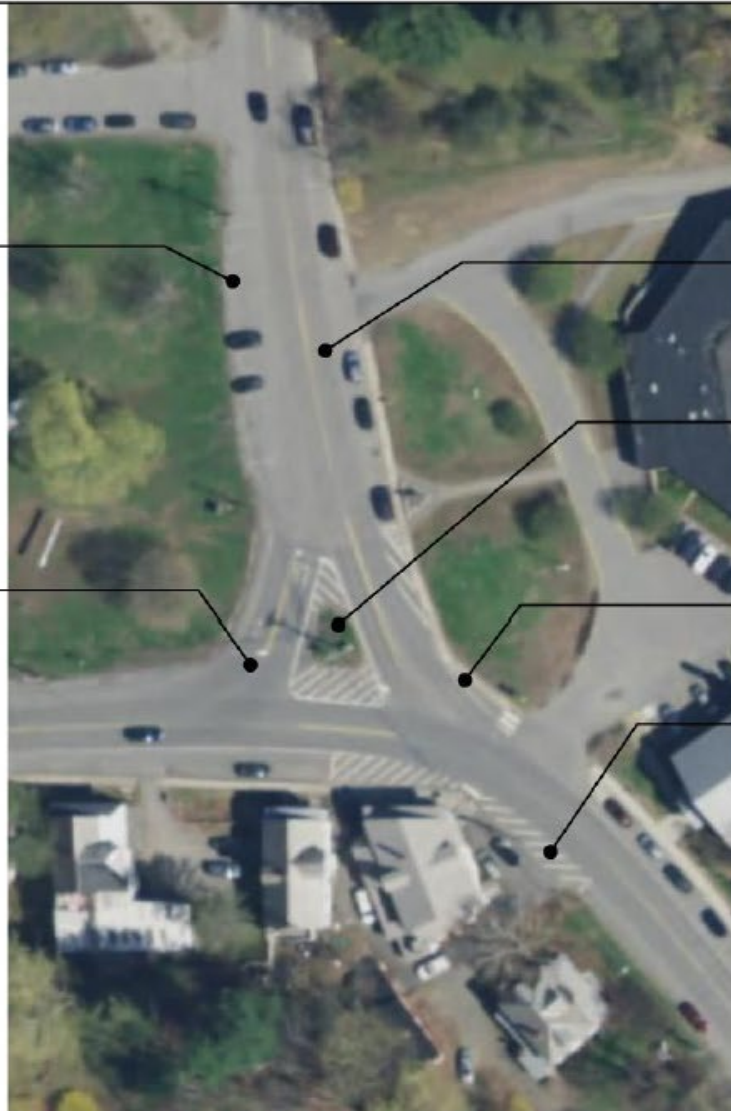
Lack of crosswalks at
critical intersections

Lack of crosswalks to
public park amenity

Y-Intersection difficult to
navigate for pedestrians
and offers preferential
treatment to vehicles

Wide turning radiuses

Wide, painted shoulders
without function in
downtown center



ATTENTION: This analysis is conceptual in nature. The “before” images are conceptual in nature and intended as teaching moments that will encourage practitioners to think of all road users on VTrans projects

Complete Streets Concepts

AFTER

Add sidewalks to increase pedestrian access

Add crosswalks for pedestrian safety

Add mid-block crosswalks where feasible

Offer pedestrian islands for safe crossing

Squeeze turning radiuses for more pedestrian-friendly streetscapes

Add bike lanes in place of wide shoulders and underutilized parking

COMPLETE STREETS TIPS

Consider context when working on projects in downtowns. How do people move between schools, parks, retail?

LEGEND

- Sidewalk
- Crosswalk
- Access management
- Pedestrian island
- Bike lane

ATTENTION: The feasibility of including Complete Streets elements depends largely upon the type of project, roadway jurisdiction, Right-of-Way constraints, environmental impacts, permitting restrictions, and other agency policies. The ideas shown are conceptual only and illustrate Complete Street elements.

Subdivision Design Standards

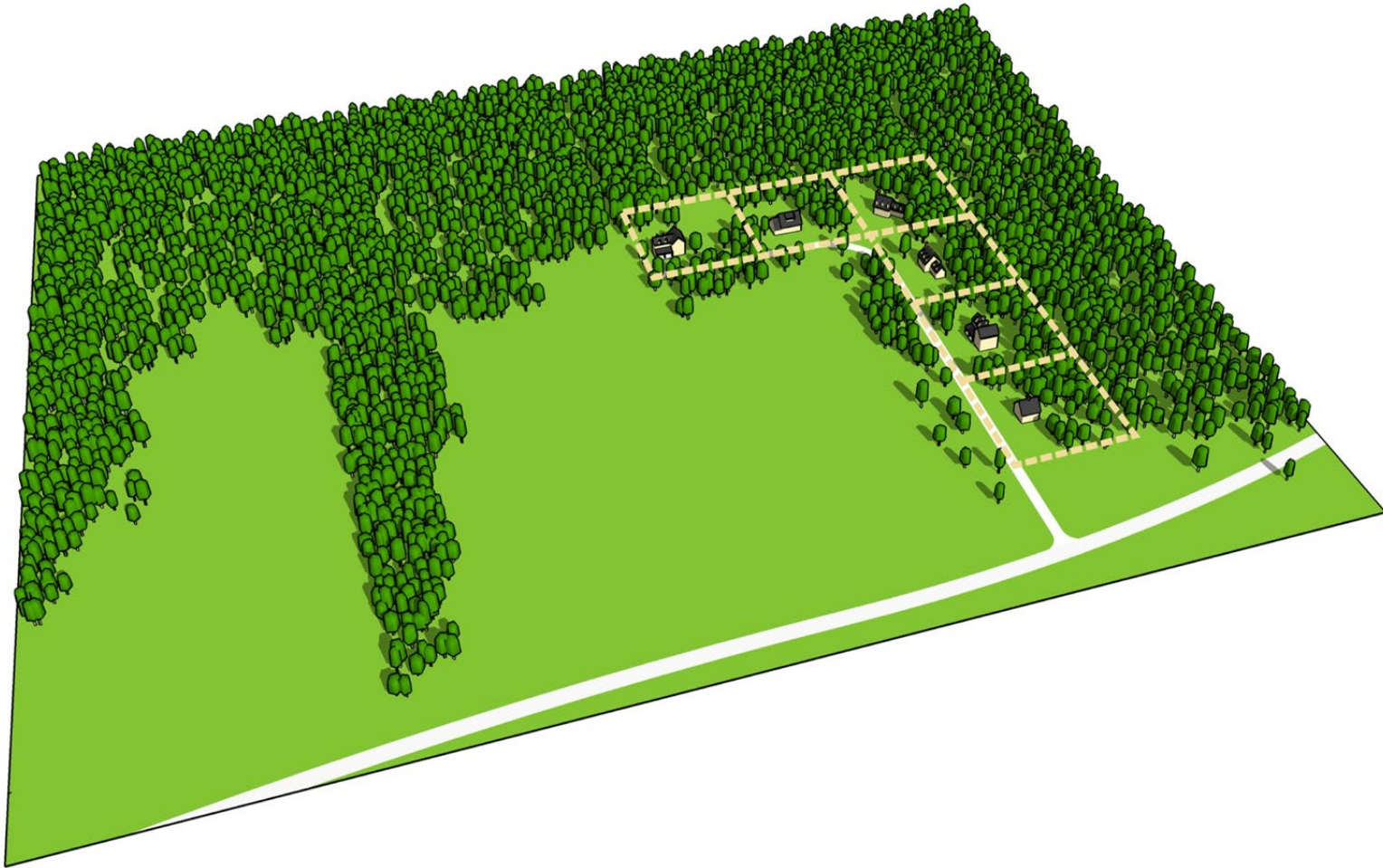
- Meeting standards for health, safety and welfare.
- Protecting open space and natural features in lot creation and layout of new construction.
- Placement of stormwater structures, utilities, any new roads and parking, and how will they be built.
- Safe and efficient circulation for all users.
- Landscaping – street trees, visual buffering, stormwater management features.
- Key Concepts
 - Density & clustering
 - Open space
 - Building Envelope
 - Public Infrastructure



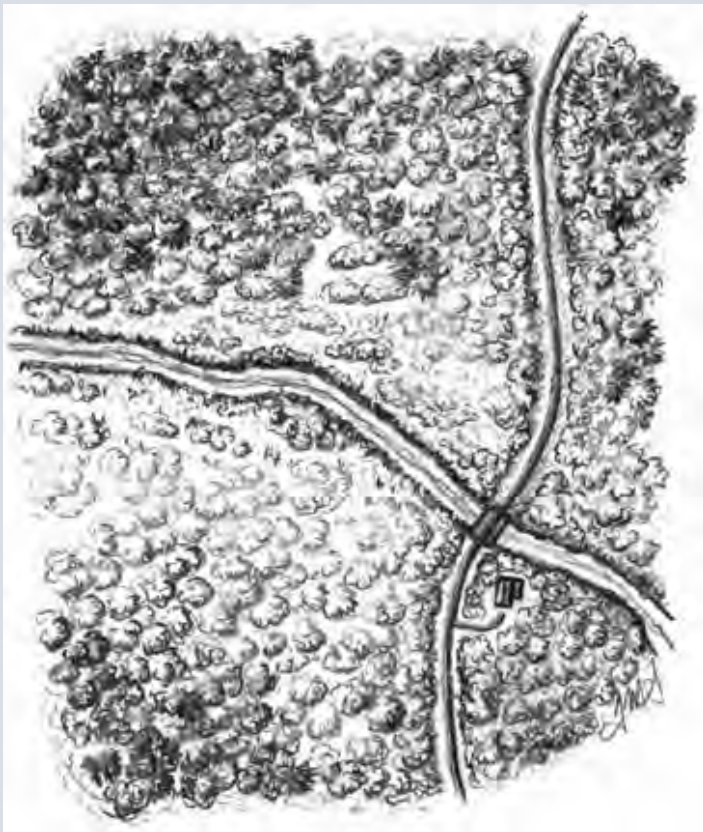


Instead of this...

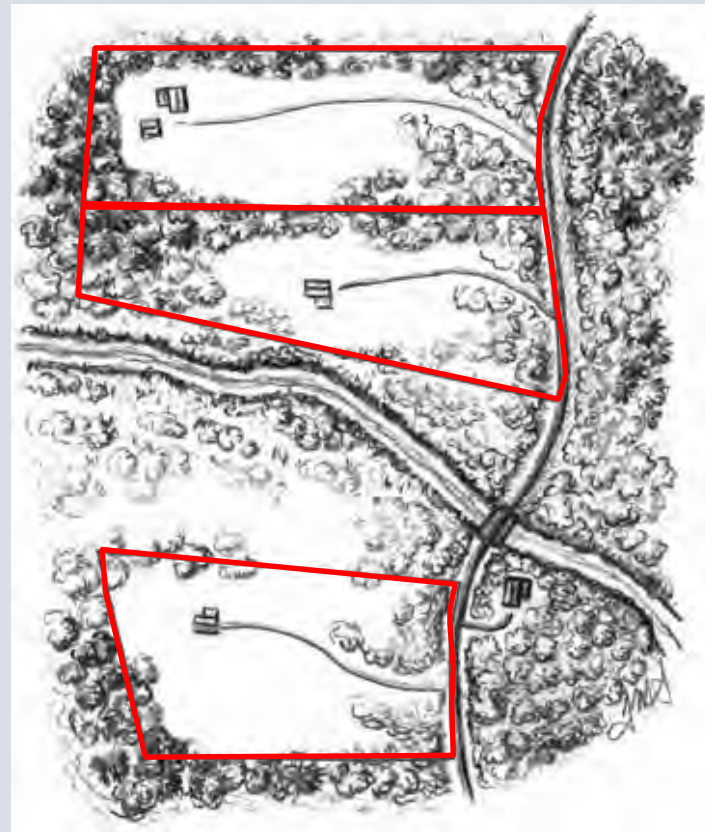
...maybe this



Before development

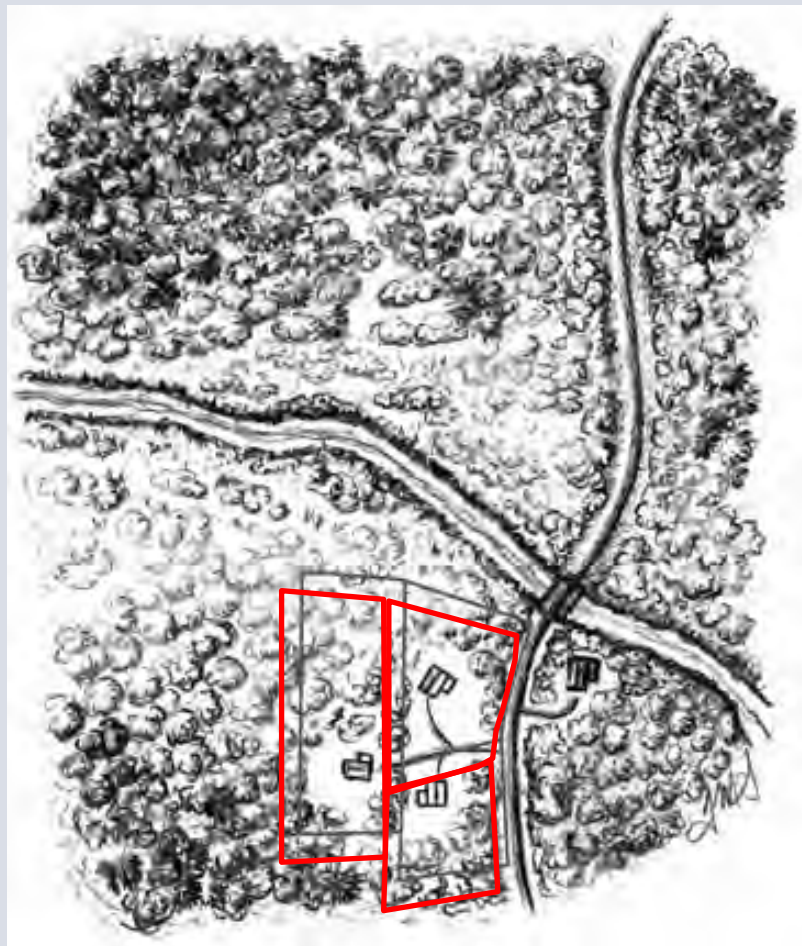


With traditional parcel boundaries



Minimize fragmentation

- Minimizing fragmentation can preserve more open lands: habitat & corridors.
- Siting development away from the core of productive lands.
- Allows for efficient use of land and resources, yet still allows for more privacy as one expects in a rural setting.

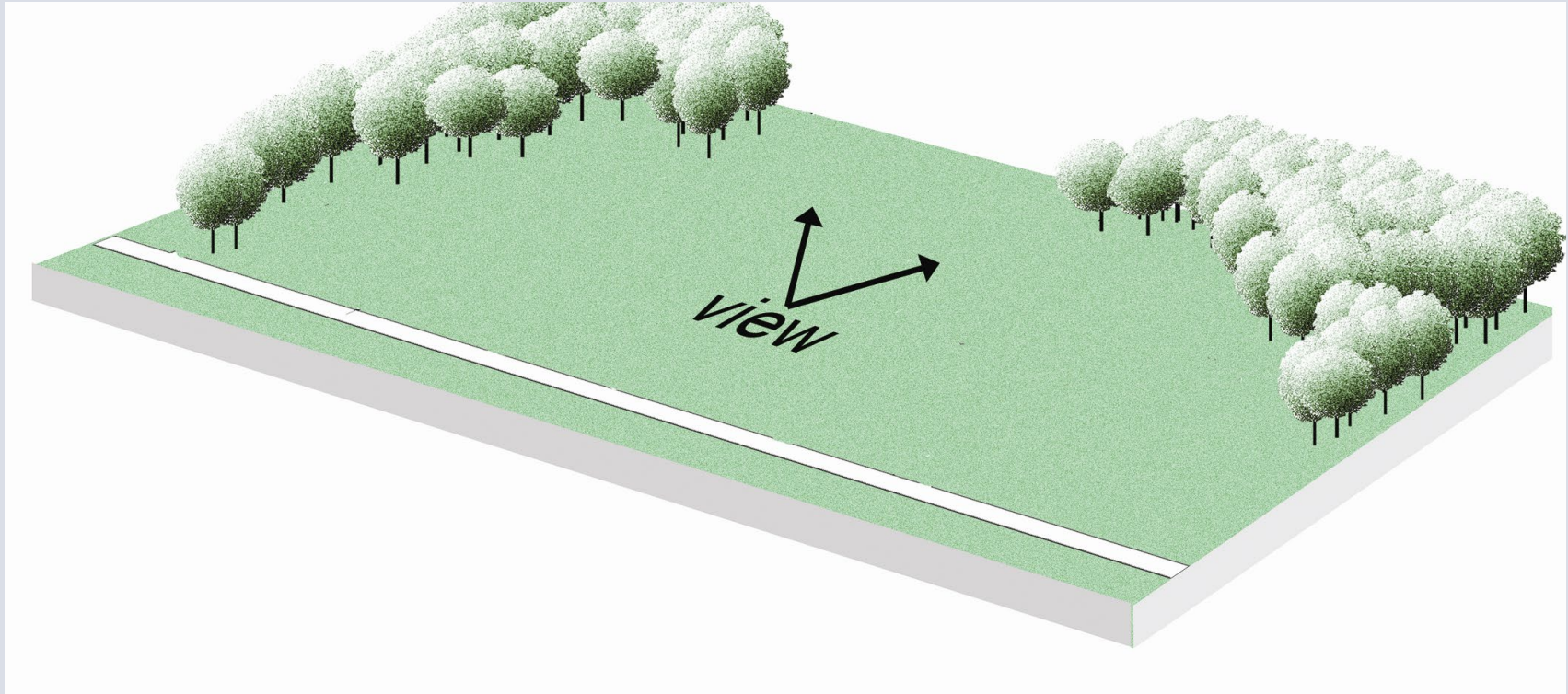


Building envelope

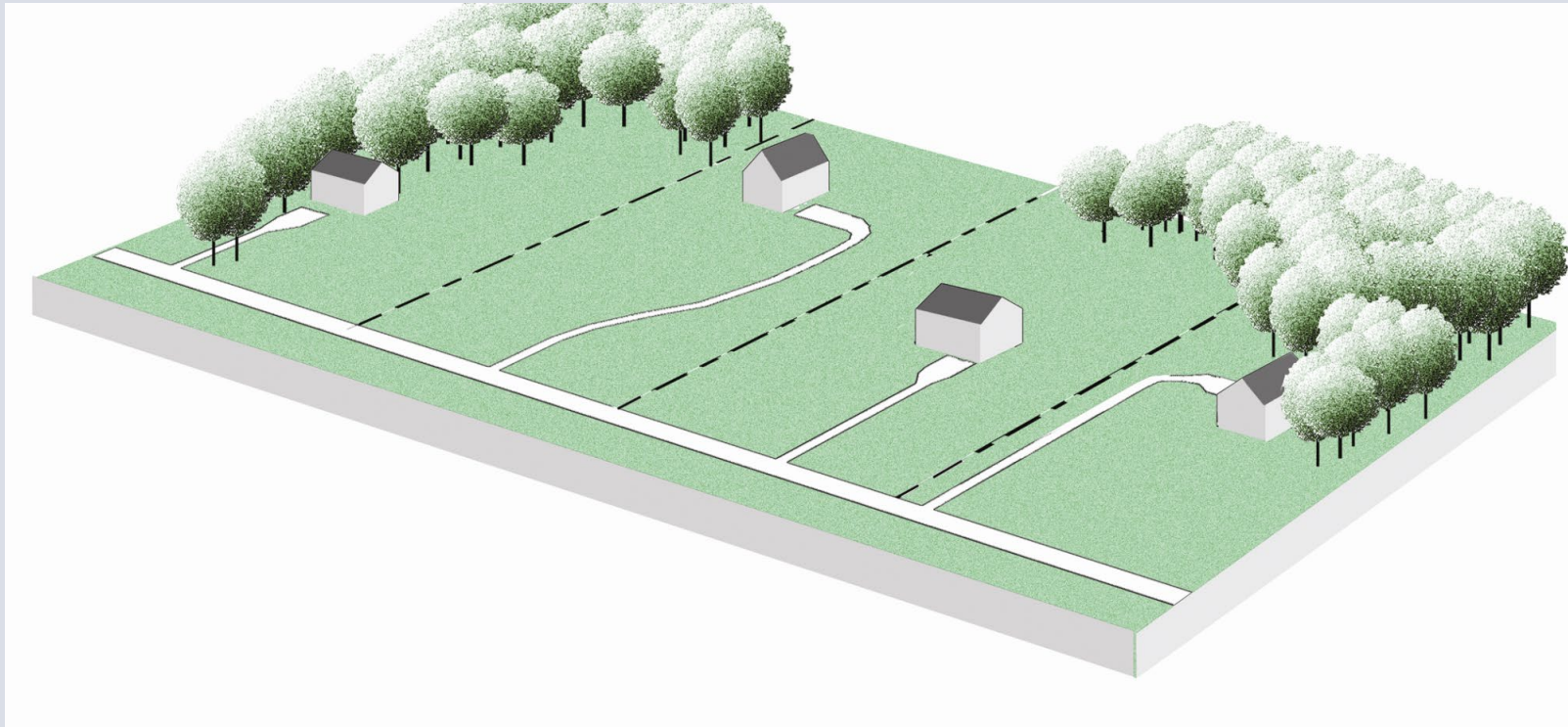
- The area that will contain the building footprint – including all accessory buildings, driveways and clearings.
- Can limit clearing within the envelope.
- Steer the envelope away from important areas, such as farmlands, forestry areas, and waterways.



Example



Without building envelope specifications



With building envelope specifications



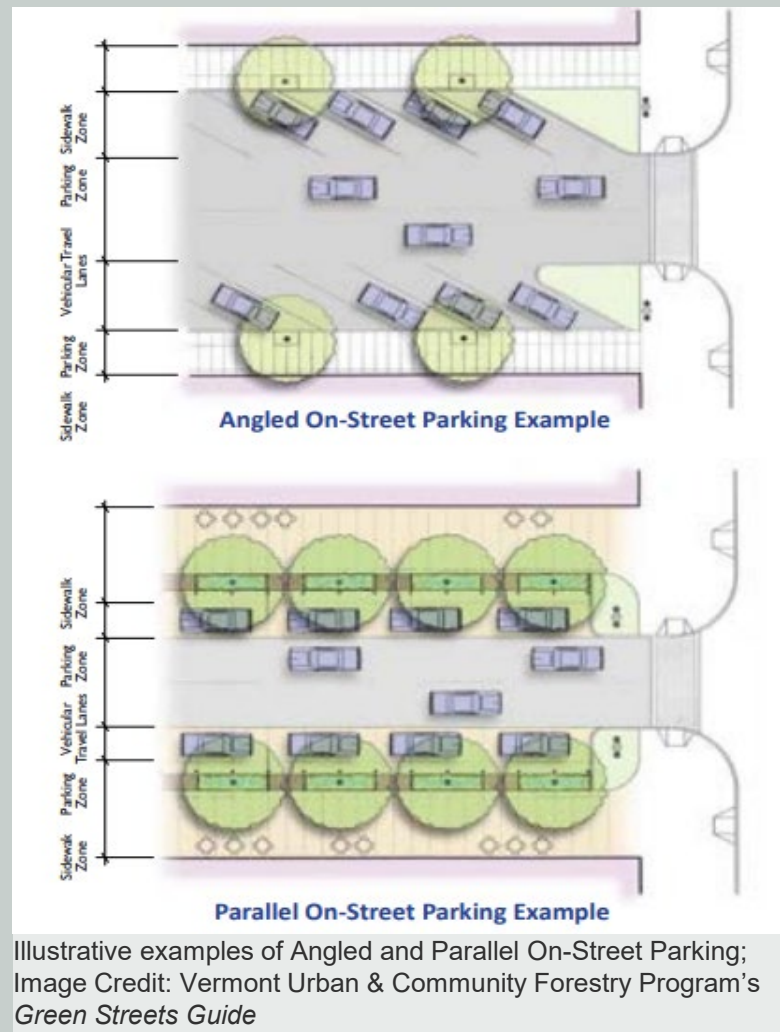
Hierarchy of Roads



In this illustration of Stonecrop Meadows in Middlebury, Vermont, the hierarchy of roads is evident. The Local Roads internal to the subdivision (gray color) connect with Seminary Street Extension, a Neighborhood Road (white color). It is also useful to note the different types of parking configurations in this illustration, which includes driveway parking, on-street parallel parking along Barnes Brook Road, perpendicular parking to the left side of the development for the larger buildings, and a parking lot at the top of the illustration.

On Street Parking

Zoning bylaws typically govern how much “off-street” parking is required for a particular use type such as residences, offices, restaurants, retail uses. Your Subdivision bylaws can dictate which types of roads (e.g., Neighborhood) are required to have parking provided along the frontage of a newly developed or redeveloped property. This requirement will be implemented in conjunction with state laws governing the required horizontal offsets from intersections, driveways, crosswalks, fire hydrants, and other conflicts.



Crosswalks

Crosswalks

Crosswalk spacing should reflect the surrounding pedestrian network, built environment, and where people naturally choose to cross (known as desire lines). If it takes more than three minutes to reach, wait at, and use a crosswalk, people may choose a quicker but unsafe route. Simply leaving crossings unmarked to discourage use is not an effective safety strategy—it can lead to risky behavior and discourage walking. Instead, communities should improve and highlight key crossing areas whenever possible.



Crosswalks

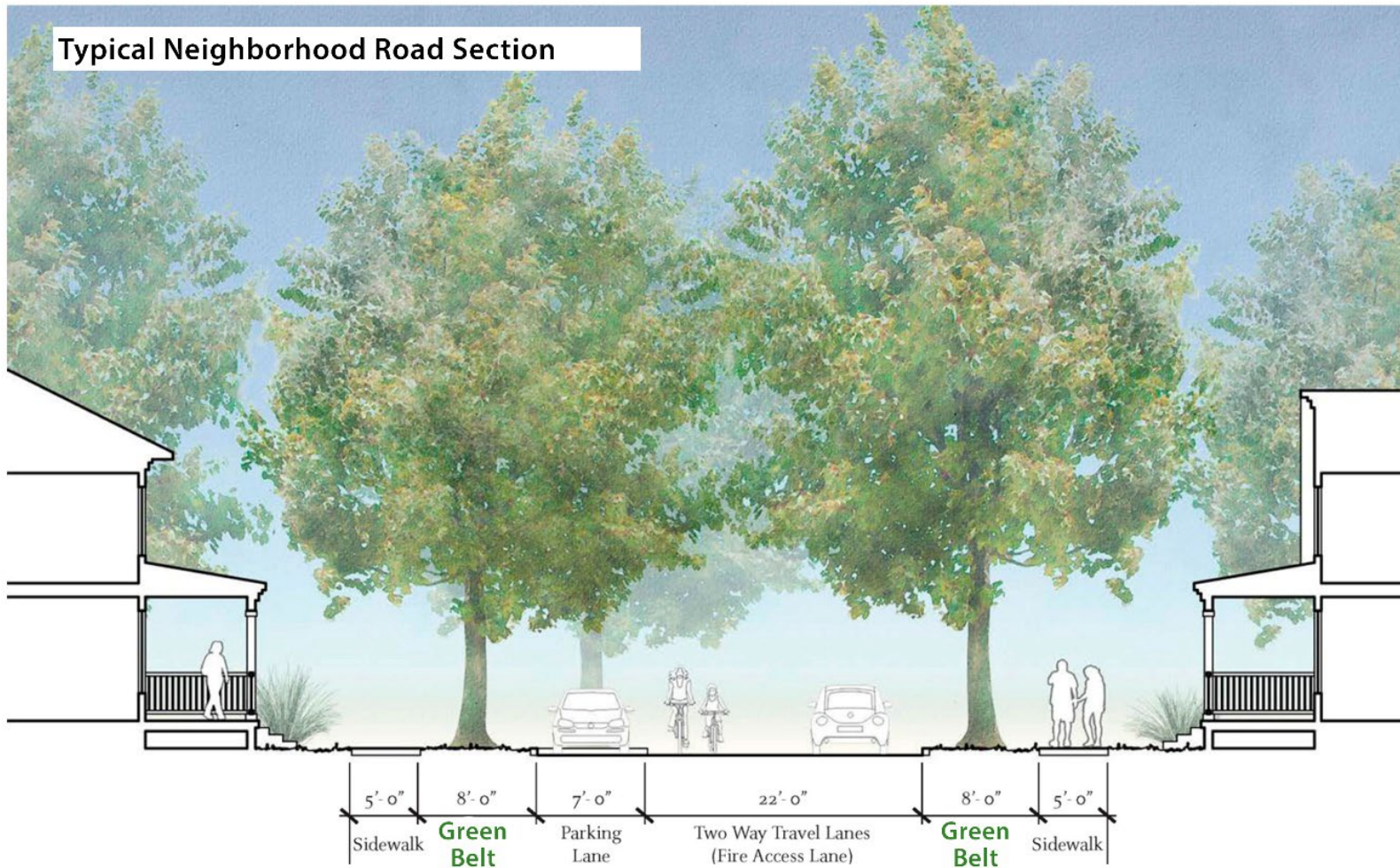


Crosswalks



Green Belts for Trees

Typical Neighborhood Road Section



Other possibilities...

- Ability to waive some provisions in the interest of public safety or reasonable use.
- Performance bond requirements.
- Phasing of larger developments.
- Shared amenities, driveways, etc.
- Standards for common area maintenance.

Waiver vs. Variance

To ensure consistent yet flexible review, local boards should understand when it's appropriate to grant a **waiver** from subdivision rules—while still supporting the Municipal Plan and public welfare. For example, if a property already has dense vegetation along its border, a board may waive additional landscaping requirements if that vegetation is permanently preserved. (Note: a **waiver** under subdivision bylaws is different from a **variance** under zoning, the latter having a much higher legal threshold, requiring proof of unusual “hardship” beyond financial concerns.)

Context is EVERYTHING – don't just copy other bylaws

- What's your current infrastructure?
- What are the PLANNED investments?
- How does your road policy affect development? How could it impact development in the future?
- What is the function of your open spaces?
 - Wildlife habitat/connectivity
 - Forest productivity
 - Agricultural soils
 - Riparian habitat
 - Floodwater storage
- How do you define things locally?

How this all aligns with Act 250

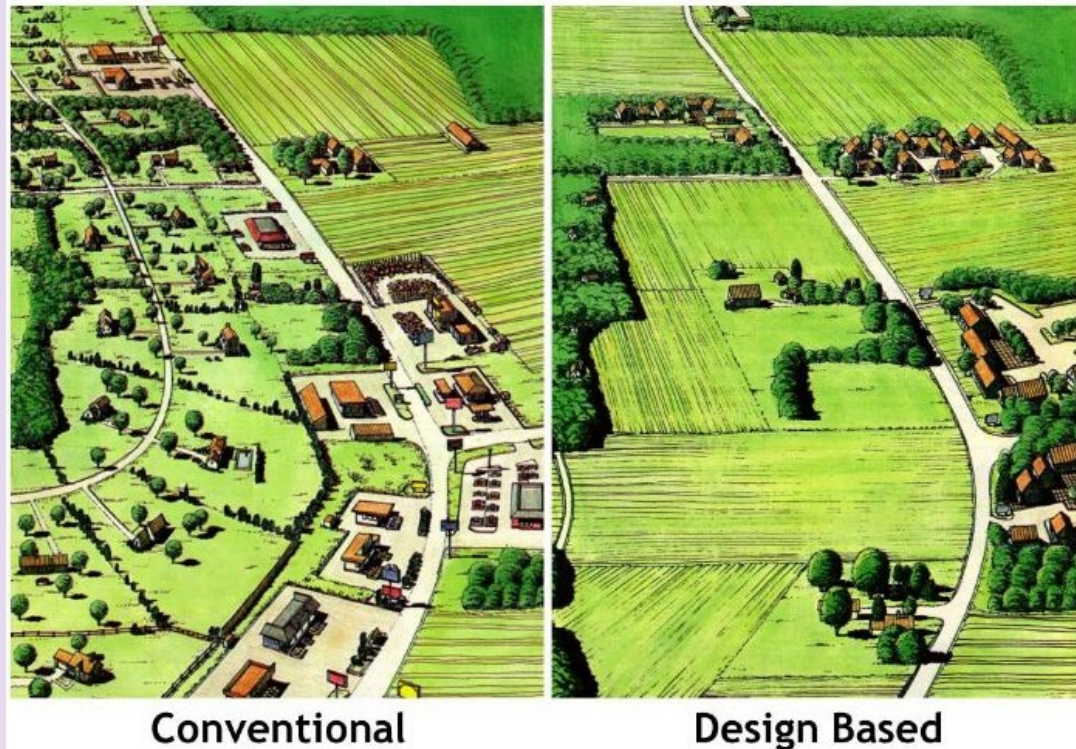
- Potential full or partial exemption of Act 250
- Exemptions are in the developed areas, not always a focus of our subdivision regulations
- “Permanent zoning and subdivision bylaws, that further **smart growth** principles”



What is Smart Growth? 24 VSA 2791

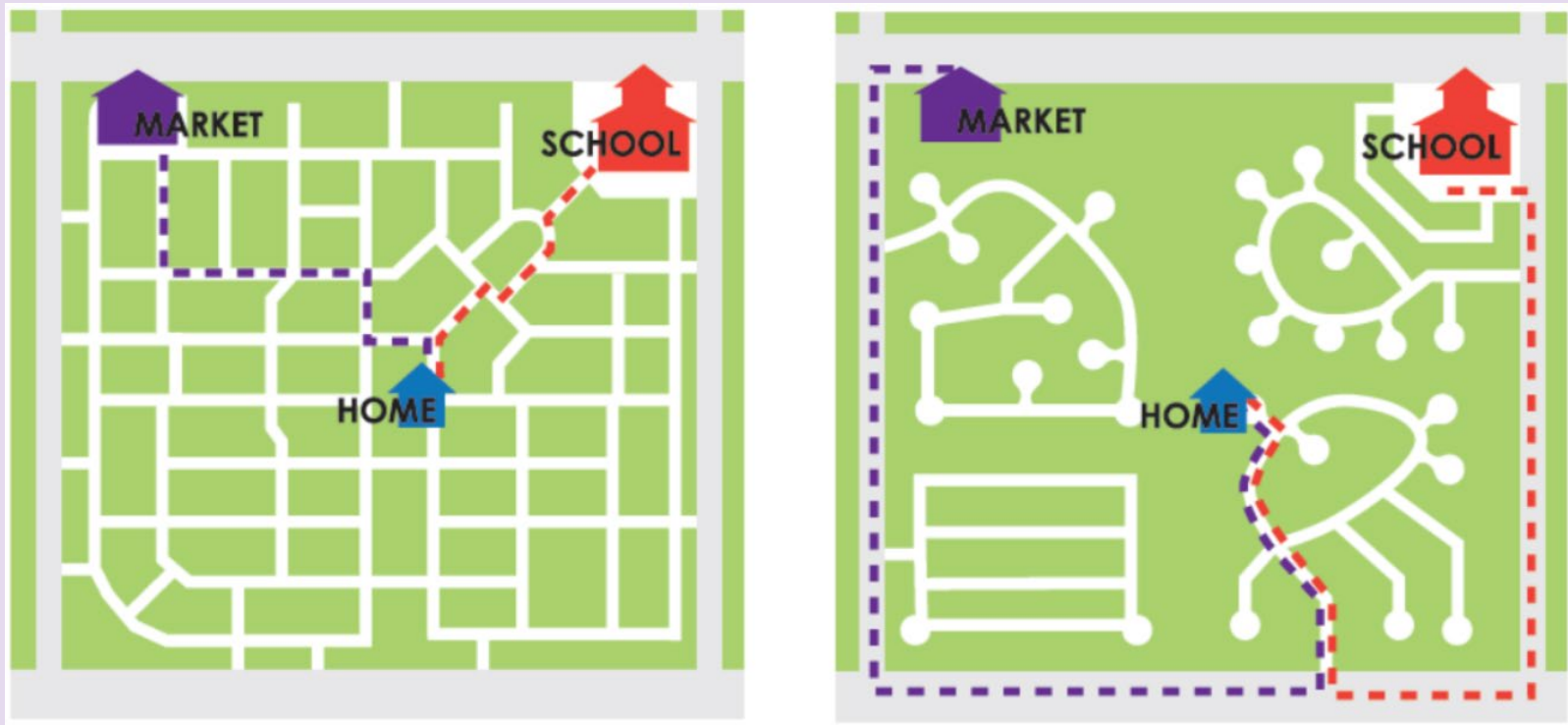
- Maintains the historic development pattern of compact village and urban centers separated by rural countryside.
- **compact mixed-use centers** at a scale appropriate for the community and the region.
- Enables **choice in modes of transportation**.
- **Protects** important environmental, natural, and historic features, including natural areas, water quality, scenic resources, and historic sites and districts.
- strengthens **agricultural and forest industries**.
- balances growth with the availability of economic and efficient **public utilities and services**.
- supports a diversity of viable businesses in **downtowns and villages**.
- provides for **housing** that meets the needs of a diversity of social and income groups in each community.

What is Smart Growth?



Conserving farmland while building homes. Subdivision designs can achieve the same density of units without consuming productive farmland and open space. This can allow agricultural land to stay in production, increase infrastructure efficiency, and can lead to the creation of open spaces for community use. Note: Both images have the same density, the only difference is in the size of the lots.

What is Smart Growth?



Connected Streets: The above diagrams illustrate two different road design patterns created by new development. The diagram on the left highlights several smart growth principles by integrating the new roads into a network that connects to destinations.

What is Smart Growth NOT?

- **Scattered development** located outside compact urban and village centers that is excessively land consumptive;
- Development that limits transportation options, especially for **pedestrians**;
- The **fragmentation** of farmland and forestland;
- Development that is not serviced by municipal infrastructure or that **requires the extension of municipal infrastructure** across undeveloped lands;
- **Linear development** along well-traveled roads and highways that lacks depth, as measured from the highway.
- **A one-size-fits all prescription** for local design solutions

Examples to Review

Panton, VT Subdivision Regulations 2017

Section 350:

Roads and Driveways

1. Intersections of roads and driveways shall be as nearly at right angles as possible.
2. All roads shall have rights of way of at least 50 feet in width, unless otherwise approved by the DRB.
3. All new roads, whether public or private, shall comply with Vermont Agency of Transportation A-76 Construction Standards or, if determined by the DRB after consultation with the Selectboard, a waiver is granted. All new roads must meet the approval of the Selectboard.
4. Unless roads proposed by a subdivider and accepted by the Selectboard, the subdivider shall make arrangements for the maintenance of all such roads to the satisfaction of the DRB.
5. A subdivider may be required to provide for any or all of the expenses of road or intersection improvements necessitated by his or her project.
6. Adequate provision shall be made for general traffic access to all proposed subdivisions, including fire, ambulance and rescue vehicles. Road and driveway entrances and exits for vehicles shall be designed to accommodate expected traffic levels and to provide smooth flows, controlled and coordinated turning movements and minimal hazards. Cul-de-sacs shall be no more than 800' long with an 80' radius at the end. Roads shall not exceed 7% grade on unimproved surfaces, 10% grade on unpaved surfaces.
7. If the road with which a proposed subdivision access road or driveway intersects is a Class 4 Town road, the DRB may deny the application, or upon approval of the Selectboard, require the subdivider to improve the intersected road to Class 3 Town road construction standards.

Examples to Review

Braintree, VT Subdivision Regulations, Part of a Unified Bylaw 2017

Section 7.11: Character of the Land & Site Preservation

All land to be subdivided shall be, in the judgment of the Development Review Board, of such a character that it can be used for the intended purposes without danger to public health or safety, to the environment, or to critical resources as identified in the Town Plan. Land primarily designated as flood hazard areas or characterized by poor drainage or steep slopes, or subject to other hazardous conditions shall not ordinarily be subdivided.

Lot layout shall:

1. be consistent with site topography and the suitability of the land for development;
2. meet zoning district minimum lot size and density requirements except as modified for planned residential or planned unit developments; and
3. avoid irregularly shaped lots (e.g., with curves, jogs, dog-legs, etc.), unless warranted due to topographic constraints, or to minimize the fragmentation of natural, scenic or cultural features;
4. shall not result in an undue adverse effect on ancient roads, trails, or roads that are shown on the most recent Braintree Town highway map certified annually to VTTrans by the Selectboard, or any other public roads or public rights-of-way that the DRB determines, based on written town records, are eligible under Vermont law for inclusion on that map.

Examples to Review

Rochester, VT Subdivision Bylaw 2010

4.3 Notice of Public Hearings

At least one warned public hearing shall be required for subdivision review and Administrative Officer appeals. An additional public hearing may be required for final plat approval. Notice for a warned public hearing shall be given not less than 15 days prior to the date of the public hearing by all of the following:

1. Publication of a notice by the Administrative Officer in a newspaper of general circulation in the Town of the date, time, place, and purpose of the hearing; a description of the proposed project; where additional information may be obtained; and that participation in the hearing is a prerequisite to the right to take any subsequent appeal.
2. Posting of the same information by the Administrative Officer in three or more public places within the municipality, including at least the Town Office.
3. Posting of the same information on a form provided by the town within view from the public right of way most nearly adjacent to the property for which an application is made. Posting on private property outside the right-of way requires landowner permission.
4. Mailing or hand delivery by the applicant of a copy of the notice of hearing, (which will be provided by the town), by first class mail or hand delivery to owners of all properties adjoining the property subject to development, without regard to any public right-of-way. The applicant must provide a signed sworn certificate of service at the hearing, or return receipts if they choose to use certified mail.
5. Written notification to any neighboring town's clerk if the proposed subdivision is within 500 feet of that town.

Examples to Review

Thetford, VT Subdivision Regulations 2021

To the First-Time Applicant

If you are new to the Subdivision Application process in Thetford, please schedule an informal meeting with the Zoning Administrator to discuss the nature and scope of your project. In the long run, this will save time, effort, and possibly money.

Tables 1 and 2 on the very next pages outline the steps involved in applying for a subdivision application and list the documents required at each step. Some of the steps don't apply to every type of subdivision, and some of the documents and diagrams can be waived for some projects. The Development Review Board (DRB) will make the final decisions about which steps apply to your application and which documents will or will not be waived, but the Zoning Administrator can help you determine most of this information ahead of time. Note that you must request these waivers, and the DRB must approve them, but the Zoning Administrator can guide you through the process.

Section 2 provides detailed descriptions of the steps and documents outlined in the two tables.

You can contact the Zoning Administrator at zoning@thetfordvt.gov or, during the Zoning Office hours, at 802-785-2922 ext 6. The Zoning Office hours are listed on the Thetford Town website at <https://www.thetfordvt.gov/departments/zoning>.

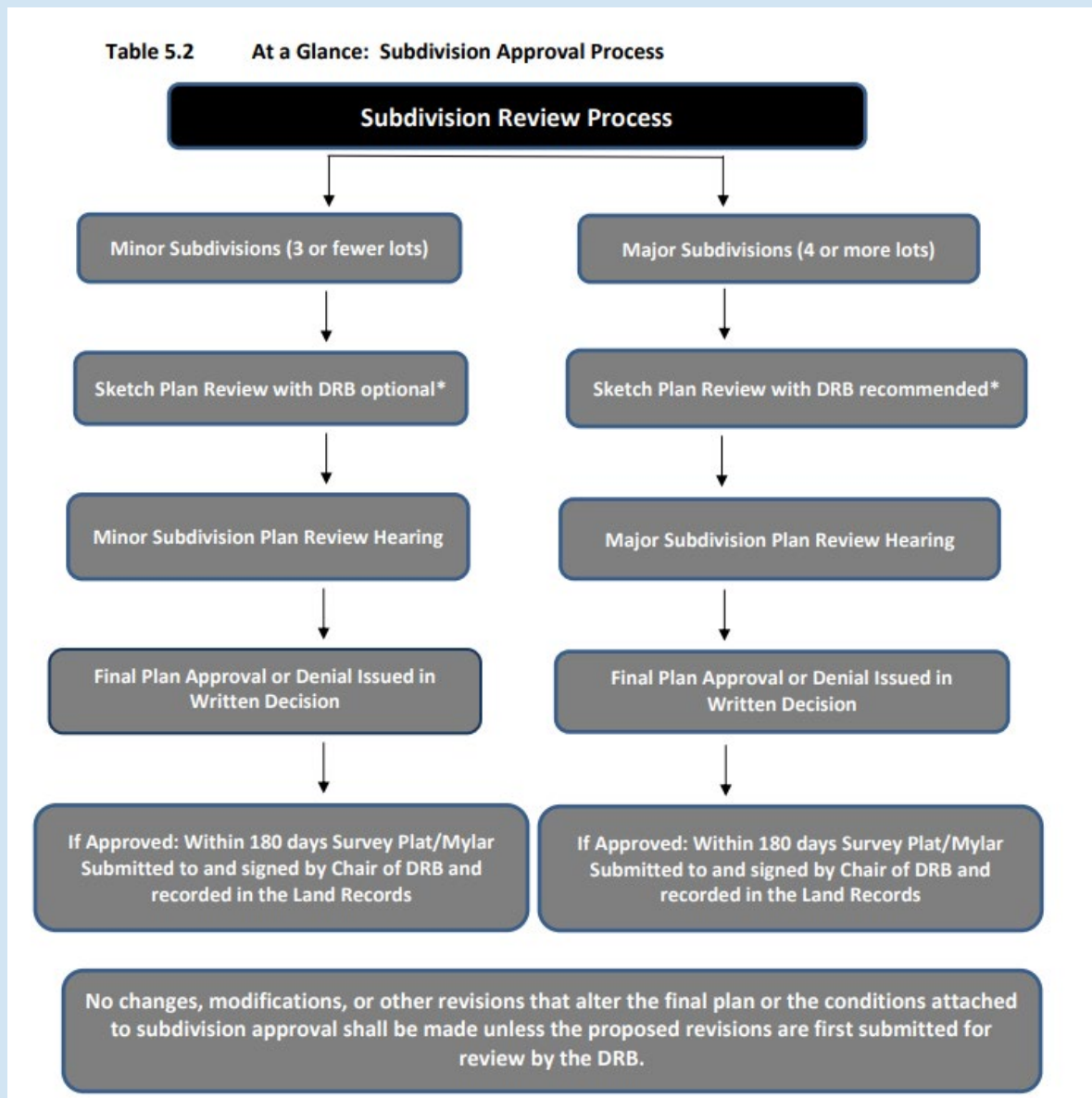
Table 1 – Subdivision Review Process Outline

ACTION	RESPONSIBLE PARTY; TIMELINE
Step 1: Pre-application Meeting (Available to all potential applicants – Not Required)	
Informal preliminary discussion to be held at next regularly scheduled Development Review Board Meeting. No application required. Strongly recommended.	
Step 2: Preliminary Plan Review Hearing	
Submission of Subdivision Application and preliminary plan as indicated in Table 2. Include any waiver requests.	Applicant; at least 30 days prior to public hearing scheduled before Development Review Board
Development Review Board hearing	Applicant; attendance required
Review of compliance with general and specific standards in Article 3	Development Review Board; issues a Preliminary Plan Review determination within 45 days of date of preliminary plan review hearing
Step 3: Final Plan Review Hearing	
1 Submission of final subdivision plan (2 paper copies and 1 Mylar copy), including: • compliance with design changes set forth in preliminary plan approval; and • proposed final plat and supporting documentation requested in the preliminary plan review.	Applicant; within 12 months of date of preliminary plan approval, unless DRB approves extension, and at least 30 days prior to scheduled hearing before Development Review Board.
2 Final Plan Review Decision	Development Review Board; issues a Final Plan Review Decision within 45 days of the hearing adjournment date. Thereafter the Zoning Administrator will issue a zoning permit with the approved conditions.
3 Recording of final plat (Mylar copy) in the town records	Applicant; within 180 days of date of subdivision approval.
The DRB reserves the right to combine both the Preliminary and Final Plan Review Hearing into a single hearing. If at the Preliminary Review Hearing the DRB finds that they have sufficient information to approve the final plat, the hearing process will automatically be considered combined once a decision is rendered.	
Note: In accordance with the Act [§4464], a warned public hearing shall be required for final plat review. This warning will occur before any hearing conducted in regard to the subdivision that is not Continued to another date during the Open Public Meeting.	

Examples to Review

Moretown, VT Subdivision portion of Zoning & Subdivision Regulations 2023

Table 5.2 At a Glance: Subdivision Approval Process



Examples to Review

Milton, VT Unified Development Regulations 2017

Section 4104.

Performance Bonds and Sureties 4104.A. The Zoning Administrator or Development Review Board may require an applicant to provide a performance bond or similar surety as a condition of approval to ensure the completion of required improvements.

4104.B. The applicant will provide a quote prepared by a qualified professional for the full project cost. The Zoning Administrator or Development Review Board will base the amount of any bond or surety on that quote. 4104.C The Town of Milton will only release the bond or surety after certification by the applicant and determination by the Zoning Administrator that the required improvements have been satisfactorily completed.

Section 4105. Cost of Monitoring or Inspection

4105.A In accordance with 24 V.S.A. §4440, the Zoning Administrator or Development Review Board may condition approval upon monitoring and inspection during construction or once the use has commenced when deemed necessary to ensure compliance with these regulations, the cost of which will be paid in full by the applicant prior to the Zoning Administrator issuing a final certificate of compliance.

Examples to Review

Norwich, VT Subdivision Regulations 2025

Appendix B - Erosion Prevention and Sediment Control Resources

Vermont Manuals:

- A. Vermont Low Impact Development Guide for Residential and Small Sites – December 2010 (Green Book)

https://dec.vermont.gov/sites/dec/files/wsm/erp/docs/LID-small-sites-guide_Final.12-2010.pdf

- B. The Low Risk Site Handbook for Erosion Prevention and Sediment Control – 2025 (Yellow Book)

https://dec.vermont.gov/sites/dec/files/documents/Handbook_06.25.pdf

- C. Vermont Erosion Prevention and Sediment Control Field Guide – 2006 (Blue)

https://dec.vermont.gov/sites/dec/files/wsm/wetlands/docs/wl_vermont_EPSC_field_guide-1.pdf

- D. The Vermont Standards & Specifications For Erosion Prevention & Sediment Control – 2019

<https://dec.vermont.gov/sites/dec/files/wsm/stormwater/docs/StormwaterConstructionDischargePermits/VT%20Standards%20and%20Specifications%20for%20EPSC%20-%202019.pdf>

New Haven, VT Subdivision portion of Zoning & Subdivision Regulations 2024

B-71 STANDARDS FOR RESIDENTIAL-COMMERCIAL DRIVES



Examples to Look Review

St. Albans City, VT Subdivision portion of Land Development Regulations 2025

Figure 7 – Trees under power lines – Select the appropriate tree with respect to mature height for under power or utility lines so it will not have to be pruned.



Figure 2 – Illustration of Vision Clearance Area

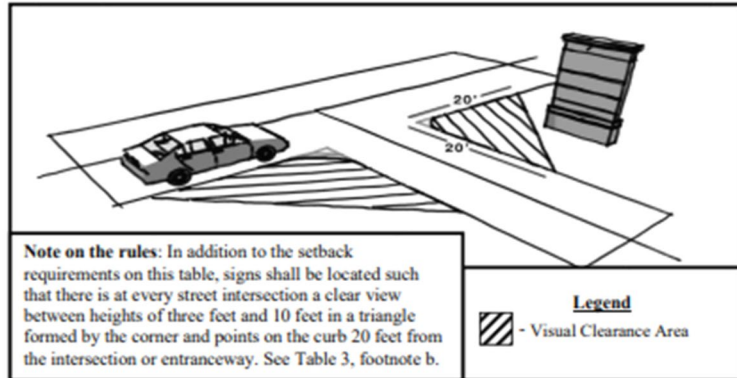
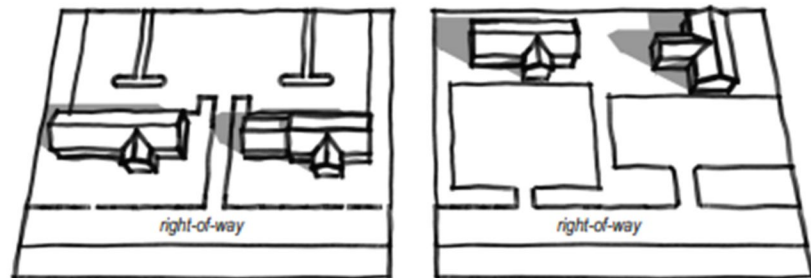


Figure 9. Parking Behind Buildings

Commercial parking lots shall be located behind buildings and linked with adjacent parking lots to provide shared access and parking areas.



Resources

- [Vermont Complete Streets Guidance](#)
- [Vermont Statutes - Subdivision Bylaws](#)
- **3 Updated Vermont Planning Manuals - Coming Soon!**
Module 3 is focused on Bylaw Reform
- [Vermont Urban and Community Forestry Program](#)
Lists of Street Trees and more
- [Vermont Bicycle and Pedestrian Program](#)
- [Vermont Homes for All Toolkit](#)
- [Municipal Planning Grants \(such as for drafting Subdivision regulations\)](#)
- [VTrans Access Management Resources](#)
- [Smart Growth Principles - Vermont Natural Resources Council](#)
Small Grants for Smart Growth
- [Vermont Land Use Education & Training Collaborative](#)
[Reading Subdivision Plats and Site Plans](#)

Thank you – Questions/Comments

