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Executive Summary

The Barre Town Municipal Plan is an extension of its citizens. Through the efforts of the citizen volunteers, town officials, and residents, the Barre Town Municipal Plan reflects an ongoing effort to plan future growth in a comprehensive, coordinated, and cooperative manner which respects the needs of individuals as well as the town as a whole.

Planning is a progressive process which requires provisions for flexibility and change. The Town of Barre's 1985 Municipal Plan required updating to reflect the present and future trends of the town. The Barre Town Selectboard formed the Land Use Review Committee (LURC) in 1987 to develop the Town Plan and revise the Town's zoning and subdivision regulations. The Committee initially worked on the revisions to the town's regulations, and it was not until late 1988 that focus was turned to drafting a new Town Plan. Initially, surveys and public hearings were conducted to obtain input from citizens. Working groups were developed and the draft plan produced. The last update to the Town Plan was in 1999.

The Barre Town Municipal Plan addresses land use as it affects the town's people, economy, government, and natural resources. Based on citizen involvement and input from town officials, policies and objectives have been established to guide the future growth and development of land, public services and facilities, and to protect the environment. The plan itself is visionary. The town's subsequent ordinances and programs will be the implementation mechanisms to help form and develop the visions and values of its citizens.

The policies established in the plan recognize the need to maintain growth in a manner that will help existing and future capabilities of the town's public utilities, facilities, services, and infrastructure. In addition, the policies consider the need to make provisions for adequate water, sewer, roads, natural resources, balanced uses, visual beauty, housing, and economic development ensuring land use occurs in a responsible manner that reflects the values and needs of the town.

In order to ensure that policies are achieved, the Plan establishes objectives such as revising the town's land use regulations, particularly the zoning, subdivision, highway and sewer regulation; revisions to the zoning map; expansion and enhancement of planning tools; and, updates to include new concepts in planning authority.

There are ten main elements to the Plan which are broken into fifteen sections. The sections of the Plan deal with the following components: the town's history; relationship to adjacent municipalities; demographics; land uses, present and future; natural, scenic and historic preservation; water supplies and ground water; sewage disposal; publicly owned property; recreation; education; public safety and transportation; energy; housing; economic development; daycare; and implementation. There are numerous recommendations provided under each section along with specific implementation measures which will help guide land use planning decisions in and for the Town of Barre.

In 1996, the citizens of Barre Town were called upon to vote, by Australian ballot, in favor or against submission of the Barre Town Plan for approval as a Regionally Adopted Town Plan. The voters enthusiastically approved pursuit of Regional review and adoption.

1. INTRODUCTION

1.1 THE BARRE TOWN MASTER PLAN

The Barre Town Master Plan ("the Plan") is a guide to long range land use and change and development in the Town which reflects the values and the vision of its citizens. The Plan must be reviewed, revised and renewed every five years. This 2008 document is consistent with the statutory and community related goals which authorize the adoption and implementation of a Town Plan as provided by the Vermont Planning and Development Act, 24 VSA, Chapter 117 as follows:

The Development Act and Town Plans are intended to **"encourage the appropriate development of all lands... in a manner which will promote the public health, safety, morals, prosperity, comfort, convenience, efficiency, economy and general welfare, and to provide a means and method for the municipalities and regions of this state to plan... and to implement those plans."**

The Plan reflects an effort to plan future growth in a comprehensive, coordinated and cooperative fashion in an effort to promote the common good while respecting the rights of individual land owners. There are a number of issues addressed in the plan, including the following: present and future land uses; constraints in land use due to terrain; the availability of public utilities and services; the protection of the environment and natural resources; compatibility of land uses between adjacent parcels and neighboring municipalities; public health and safety; preservation of community character; economic development; educational facilities' needs; recreation; governance; and the community's role within the region. The Plan also attempts to balance the needs of the various components where they are contrary to one another.

Title 24, Chapter 117, of Vermont Statutes Annotated (VSA), Section 4382, requires that municipal plans include the following elements: (1) a statement of objectives, policies and programs; (2) a land use plan; (3) a transportation plan; (4) a utility and facility plan; (5) a statement of policies on the preservation of rare and irreplaceable natural areas, scenic and historic features and resources; (6) an education facilities plan; (7) a recommended program for the implementation of the objectives of the development plan; (8) a statement indicating how the plan relates to development trends and plans for adjacent municipalities, the area and the region; (9) an energy plan; (10) a housing element which includes a recommended program for addressing low and moderate income persons' housing needs. Town officials have agreed that the Barre Town Master Plan should also include an economic development plan. Most of these elements are addressed in separate sections of this plan.

Municipal Plans expire every five years in accordance with title 24, VSA, Chapter 117, section 4387 unless readopted. Barre Town's plan was adopted in 1985. The state planning laws have changed extensively since 1988. The amended laws prescribe many new goals for municipal plans. The Barre Town Plan was last adopted on September 28, 1999.

The Plan evaluates the current situation, the trends affecting this situation, and the process by which the situation can be improved. The challenge of the Plan is to recognize these trends and forces of change and to then adopt a strategy to channel these forces toward the direction which is best for the community. The Plan should include policies, goals, objectives and programs in order to meet this challenge. These terms are described below.

Policies are general guidelines concerning a particular planning issue which reflect the values of the citizens regarding that particular issue. They define the courses of action and set the tone for by-laws, programs and activities which the Town may pursue.

Goals indicate destinations and describe where the community will be once the final purpose is realized. Goals and the applicable policies should lead the community.

Objectives are more specific and measurable tasks accomplished during the process of attaining goals. They are "milestones" which should be achieved in order to insure that the process is still on course.

Programs are those specific actions which the municipality and its citizens undertake to help achieve objectives and move toward its goals.

In summary, the Town Plan is a review of a town's economy, government, natural resources and people in terms of **land use**. It also considers the community's direction and values as it proposes means to reach its ultimate goals.

1.2 THE PLANNING PROCESS

The essence of community planning is choice. Planning in Barre Town is an effort to make public choices which will shape the future of the community with respect to land use, capital improvements, community design, local finances and other issues. Planning is a necessary activity if a community is to grow in an orderly and economically productive manner.

The process of planning is continuous. Once a community begins a planning program it must realize that, to a great extent, it has entered into a continuous process. New ideas, values and conditions have an ongoing effect on the community. Planning can be a difficult and sometimes painful process for the citizens of a community, but it can also be rewarding when people reach consensus and move into the future together.

Planning helps to establish the ground rules for development within a community. A community that has an adopted comprehensive plan and has implemented by-laws has given a clear signal to current and future residents and developers that certain standards of development are expected within the community. The acceptance and publication of the standards facilitates equal treatment of all proposals that come before the community. Planning does not eliminate the possibility of conflict, but it does help to reduce the potential.

Effective planning decisions have the potential to save money for a community in the long term. The development of zoning Bylaws and subdivision regulations, which allow and encourage residential development in areas adjacent to existing development while discouraging random sprawl in outlying areas, would be one example. The reduced demand for municipal utility extensions as a result of these regulations could save substantial tax dollars.

The planning process provides the opportunity for residents of a community to make some fundamental decisions concerning its future direction. The objective is to allow people an opportunity to discuss the issues and to reach a majority conclusion. A major effort to include as many citizens as possible in planning is important in order to accomplish this objective.

Property values within a municipality can be preserved by allowing for a separation of incompatible and potentially harmful land uses. Zoning Bylaws ensure that residential land uses are appropriately insulated from more intensive uses, such as industrial parks. Community plans for parks, trails, recreational facilities and other amenities can also add to the livability and general attractiveness of a community.

Planning can also help a community to identify areas where development may not be appropriate due to environmental conditions. This may be due to conditions evident at the site such as excessive slope, aquifer

recharge areas, erosion of stream banks or to the existence of other natural resources such as an important wildlife habitat.

In 1989, the Town of Barre participated in a state-funded planning grant project with the City of Barre which included the study of growth projections and impacts. Humstone Squires Associates was hired to perform the study.

2. THE SETTING

2.1 HISTORY

Before man's intervention, most of Barre Town, like the rest of Vermont, was covered by virgin forest land. Settlers of the 1700's and 1800's encountered a wilderness, much of which was eventually cleared to create the meadows and pastures of today. Some of the first settlers came from southern New England and received land through the New Hampshire land grants.

The Coos Trail was the Indian pathway by which the Abnakis of the Swanton-Isle LaMotte area traveled across Vermont to the Coos Indian country. The Coos country extended from Bradford to Guildhall on both sides of the Connecticut River.

On August 12, 1781, 19,900 acres of this wilderness was chartered to William Williams and given the name of Wildersburg, comprising the present Town and City of Barre. It was chartered by the Republic of Vermont to Mr. Williams and 60 others.

Among early settlers were John Goldsbury (the first settler to Wildersburgh in 1789), Stephen Morrison, Zebidee Beckley, Amazaiah Peck, Nathan Harrington, Joseph Trow, William Richardson, Daniel Nye and Dennison Smith. Many of these names are still familiar as names of Town roads and drives and provide insight into the various areas where the Town forefathers originally located.

By 1790, as interior roads were being cut throughout the township, rapid settlement started to take place. By the 1800's, the population started to shift from the Upper Village (present South Barre) to other areas.

The first Town meeting was held on March 11, 1793. At a subsequent Town meeting, it was voted to petition the General Assembly to alter the name of the Town of Wildersburg. The person honored with naming the Town was decided by whoever gave the most towards building a meeting house. Ezekiel D. Wheeler earned the right with a high bid of sixty-two pounds and named the Town, Barre.

There is another much more colorful story of how the Town was named. Local legend insists that the name "Barre" resulted from a fist fight won by Jonathan Sherman at the Calvin Smith's farm on West Hill on September 3, 1793. He may have named the Town after his native township of Barre, Massachusetts. This story is the best-known version of how the Town was named.

It became obvious that the hills of the Town of Barre had something that would become a very important part of the Town's vitality; granite. It is said that the granite industry began soon after the war of 1812. Two returning soldiers, Robert Parker and Thomas Courser opened the first commercial quarry on Cobble Hill. This quarry produced granite foundations and granite used for construction. Prior to this first quarrying operation, the Indians had used granite to carve arrowheads, hammers, spearheads and crude axes. In 1832, granite was hauled to Montpelier for construction of the state capitol, which was completed in 1837.

Between 1830 and 1880, the Town's growth and the granite quarries grew slowly. Not until 1875 and the coming of the railroad was growth sparked. After the railroad came to the area, the granite industry became a full-fledged enterprise. This began the migration of workers from Scotland, Italy, and soon after joined by the Scandinavians, Spanish, Greek, and Lebanese people. Finally, a large number of French Canadians converged on the now rapidly growing Town. By 1884, the population had grown to 10,000. While granite certainly was the largest of all local industries, others also existed. Carpentry, milling, stone shaping, soap making, tanning and blacksmithing supported the new settlers.

Barre Town and Barre City separated in 1894. The town, comprising of the granite quarries and agricultural land, surrounded most of the city. The Town possessed most of the high ground; the City was in the valley.

The Town of Barre was made up of three small settlements, the Upper Village (South Barre), Millstone Hill (Graniteville/Websterville), and Carnes Mill (East Barre). The three original settlements are still in evidence today and are characterized as compact villages separated by rural countryside.

The "Upper Village" (South Barre) was Barre Town's first settlement and the center of activity. Many of the first physicians, lawyers, politicians and businesses were located here. A number of their residences are still evident along Route 14 today. South Barre also boasts the first post office and granite shed. A subterranean passage was found across from the "Dennison Smith" residence, and South Barre lore is vivid with stories of a local branch of the Underground Railroad.

The Graniteville/Websterville areas continue to be the heart of the granite industry.

The last settlement, Carnes Mill (East Barre) was described in early days as a small mill town. At present, East Barre continues to epitomize the traditional small New England village.

Several sites, which remain evident today, are significant to Barre Town's history. The Carmelite Monastery located on Beckley Hill, now houses the offices of the Washington County Mental Health Services and prior to that was the monastery of the Order of Discalced Carmelites. This building was originally built in the early 1920's and was used as a sanitarium for victims of silicosis.

Silicosis, which is a form of tuberculosis, was an unfortunate by-product of the granite industry in the early days. Workers inhaling the fine granite dust as they sawed, hammered, and chiseled monuments from blocks of granite became prey to the dreaded disease, for which there is no known cure. With improved dust collection equipment in the granite sheds, the incidences of silicosis began to fall. Now with the modern collection systems, early detection programs and regular health screening, the occurrence of the disease is almost nothing.

To the west of Beckley Hill, was the first framed house in Barre. While it no longer stands, a granite marker has been placed dedicating the site on Richardson Road, as the first framed house built in 1800 by William Goldsbury, who was an early pioneer of Barre.

West Cobble Hill Road is the site of the first granite house. It is known as the Pliny Wheaton house and has been designated an official State of Vermont historical site.

West Hill (Morrison Road) at what is now the Bond Auto facility is the site of the famed fist-fight to name Barre.

Located in South Barre, is the Dennison Smith house. It is one of the most distinctive old houses in the area. It is located on Route 14, about a quarter of a mile north of the Route 63/Middle Road intersection. An early Barre lawyer, Dennison Smith, built this house in 1805.

Several quarries remain prominent in the area. The quarry that was once owned by George Milne and later by Milne, James Boutwell, and Harvey Varnum in 1925 became the Rock of Ages Company. While still a tourist attraction, the original Milne, Boutwell and Varnum quarry was closed in 1992. Now most of the Rock of Ages quarrying operations is focused on the E.L. Smith quarry, located on Millstone Hill. The Wells-Lamson quarry, located on Websterville Road, was one of the longest continuously run and deepest quarries in the world. It too, along with the original Rock of Ages quarry, has been abandoned. Both quarries could be reopened if necessary. All throughout the woods around Websterville and Graniteville, you will find small abandoned quarries.

2.2 STATE/REGIONAL CONTEXT

Various factors characterize Barre Town as a municipality of regional significance:

A. Numerous **granite quarries**; Rock of Ages now the only surviving granite company residing in Barre Town. The Town and City are recognized by many as the "Granite Capital of the World". The quarries attract tourists as well as providing jobs.

B. **Among the most populous municipalities in Central Vermont**; Taken together with Barre City, Berlin and Montpelier, it is part of the major commercial /industrial /population center of Central Vermont. The Town continues to experience relatively slow growth in population, as well as in commercial and industrial development.

C. **Proximity to I-89**; The criss-crossing of Route 14, Route 302, Route 2 and Rt. 110 and the Berlin (Knapp) Airport place Barre Town at transportation crossroads for the State. Washington County Railroad provides rail service to the Town on tracks owned by the State of Vermont and used by the railroad under an operating agreement. It is important to remember that this rail line, while dormant most of the time, is still an active rail line.

D. **Aesthetics and Family Life**; Numerous hills offering views, housing developments, the excellent reputation of the elementary school, Spaulding Union High School and recreational opportunities, as well as proximity to employment, continue to make Barre Town a residential community of choice in the region. Many residents find Barre Town such a desirable place of residence that they commute as much as an hour.

E. **Rural Village/Open Space**; The Town is unique in that it contains at least four "village centers", as well as numerous other population clusters.

F. **Unique Geography**; Geographically, the Town envelops (almost completely surrounds) the City of Barre, to the north, east and south, as well as by elevation. These geographical conditions and their historical relationship has produced a unique inter-municipal sharing of services, facilities and resources which was the subject of a Planning Grant in 1989 and will be explored more fully herein.

G. **Farming**; Barre Town sustains productive farms including dairy cattle and other livestock, maple sugar bushes, vegetables and tree farms.

H. **Proximity to the Capitol City**; The Montpelier portion of the Barre-Montpelier "twin cities" area is also a major employment provider, most significantly: state government offices, National Life Insurance headquarters, and numerous businesses and professional offices in its commercial center, as well as higher education institutions: New England Culinary Institute, Woodbury College, Union Institute and University, Vermont College campus, and Community College of Vermont and Norwich University.

I. **Regional Planning**; The Town of Barre, along with 23 other municipalities in Washington and Orange Counties, is a member of the Central Vermont Regional Planning Commission (CVRPC), created in 1967 under 24 VSA Chapter 117. CVRPC is a planning agency charged with developing a comprehensive regional plan, assisting communities with local planning issues, making recommendations concerning development, and commenting on regional impacts of Act 250 applicants. The Regional Planning Commission also has local plan consultation; review and confirmation responsibilities relative to planning process and goals under 24 VSA § 4302; and provides Geographic Information Services (GIS) assistance; and, houses GIS equipment, data and staff for the benefit of member municipalities. Barre Town is closely involved with the regional Traffic Advisory Community (TAC) which deals with various transportation related issues and projects in Central Vermont. The staff of CVRPC supports the TAC with a transportation coordinator.

J. **Regional Resources;** Barre Town is a central player in the Central Vermont Solid Waste Management District and works closely with Barre Area Development, Inc. and the Central Vermont Economic Development Corporation.

K. **Grant Funded Projects;** Recent grant awards to the Town for funding of projects in Barre Town include a grant to Vermont Butter and Cheese to expand their place in the Wilson Industrial Park to make aged cheese. In addition, a two phased grant was awarded that allowed the Central Vermont Community Action Council to fund the Central Vermont IDA project. This project is about investing in people and teaching people to invest in themselves, their families, and their communities.

L. **Industrial Park;** In spring of 1997, Wilson Industrial Park celebrated a ribbon cutting ceremony for a 94-acre expansion and infrastructure installation, which was entirely funded through local resources. A community gardens park; recycling center; bike and pedestrian pathway; and, 68 acres of open space illustrate the Town Plan commitment to aesthetics, economic development and good neighborhoods.

M. **Housing Rehabilitation;** For several years now the Central Vermont Community Land Trust (CVCLT) has been managing the Barre Town Housing Rehabilitation fund with good success. Over \$80,000 has been lent to town residents with CVCLT's oversight. Many of the original Barre Town Housing Rehabilitation loans remain in a deferred status but will someday also be paid off and reentered into the program.

N. **Emergency Medical Services;** Barre Town EMS provides paramedic-level ambulance services to the communities of Barre Town, Orange, Washington, Topsham, Berlin, Calais, East Montpelier and Plainfield.

O. **Revolving Loans;** Community Capital of Vermont (formerly known as the CVRLF (Central Vermont Revolving Loan Fund) provides new and expanding small businesses with financial assistance. Barre Town served as lead administrator for development of this regional effort. Later a special purpose HUD grant capitalized the Revolving Loan Fund. Barre Town was the designated recipient of the grant and, therefore, was involved in the administration.

P. **CVSWD Facility;** In 1997, the Town provided the Central Vermont Solid Waste District with approximately one acre of land accessible from Pitman Road in the Wilson Industrial Park. The regional facility provides residents with recycling and trash disposal services. Household hazardous wastes, tires, appliances, consumer electronics and other metals are also collected and disposed of properly.

Q. **Regional Transportation;** Green Mountain Transit Agency (GMTA) is a Vermont private not-for-profit agency and receives funding from the State of Vermont, the Federal Government and local money from municipalities in the service area. GMTA is a subsidiary organization, managed by the Chittenden County Transportation Authority (CCTA), Vermont's largest and only public transportation authority. GMTA provides a range of public transportation services in Washington County and the towns of Orange, Williamstown and Washington in Orange County. GMTA is a full service public transportation provider offering fixed route bus service, deviated fixed route bus service, demand response bus service, commuter routes, ride match, shopping shuttles, Medicaid transportation, transportation services for the elderly and the disabled and a ridesharing program.

2.3 ADJACENT MUNICIPALITIES

Successful planning in Barre Town is interdependent upon coordination with the plans of neighboring communities. Seven different municipalities adjoin Barre Town: East Montpelier, Plainfield, Orange, Washington,

Williamstown, Berlin and Barre City.

A. **East Montpelier:** Transfer station, commercial, industrial, rural residential uses along State Highway 14 connecting the communities. US Rt. 2 provides access to Farwell Street by way of Muddy Brook Road and to School Road near the gun club.

B. **Plainfield:** Commuter traffic from Plainfield headed for Barre City traveling along residential roads through Barre Town; residential development near the border; recreational access to the Barre Country Club in Plainfield;

C. **Orange:** The Thurman W. Dix Reservoir is less than a mile from Barre Town's eastern side. This area of Town, which was once zoned conservation in order to control development and provide water shed protection, has not proven to be needed. Orange hasn't enacted any protection on their own side and the development potential on this side of Town is small. A higher density may better suit the Town. US Rt. 302 and VT Rt. 110 both connect Orange and Barre Town as well as other secondary roads. Orange contracts with the Town for most of their fire protection.

D. **Williamstown:** Town sewer serves a part of Williamstown over the border in Upper Graniteville ("Foxville"); located in Williamstown but along the Barre Town boundary is a Town gravel pit; Williamstown adjoins almost the entire boundary to the South; Town land uses/zone districts along boundary include rural, residential, dense and standard residential, commercial, industrial and conservation; connecting roads include State Highway #14; West Road provides a shortcut to Vermont Rt. 14 off from Vermont Rt. 63 and I 89. The Graniteville Fire District serves portions of Williamstown in the Upper Graniteville area.

E. **Berlin:** Major road links include Route 63 which serves as an I-89 Access Road (limited access State Highway) and Airport Road. A highway improvement project has been completed for Bridge Street and Morrison Road. A significant upgrade at the intersection of Bridge Street and VT Rt. 14 is planned in the coming years. This links South Barre to Airport Road, which leads to the major commercial/industrial/transportation/hospital-medical offices hub of Berlin. Principal Barre Town uses/zones near this boundary are rural residential with farms, fields and forests and spots of industrial and conservation.

F. **Washington:** The Washington/Barre Town boundary is very small; one road (Lowery Road) connects the two municipalities.

G. **City of Barre:** A separate section will be devoted to inter-municipal planning issues between Barre Town and the City of Barre.

All efforts to regionalize land use planning services with neighboring municipalities have been utilized. It is the intention of the inter-local agreement to meet and send out questionnaires to each participating municipalities for the purpose of utilizing the revolving loan fund in a way each town deems fit.

2.4 BARRE CITY

The Town of Barre and the City of Barre, now two separate municipalities, were once one. They continue to share some common interests and service areas.

The planning study, "An Analysis of Future Growth Forecasts and Inter-municipal Planning Options" ("1989 Planning Study"), prepared by Humstone Squires Associates for the City of Barre and the Town of Barre, December 1989, states in the Introduction:

"The City of Barre and the Town of Barre are two separate and distinct municipalities in the State of Vermont, through their geography, their economies and their cultural heritage, however, they are very much related". As one local official put it, "Most everybody has one foot in the City and one foot in the Town." Many current Town residents grew up in the City. Many City residents work or have worked, or had parents who worked in or around the granite quarries in the Town. It could be said that the Town surrounds the City on three sides, or that the City rests at the core of the Town.

"The Town contracts with the City for three basic services, including water to Richardson Road, Trow Hill and South Barre areas of Town, and sewage collection and treatment for many of its residents and businesses. The Town is currently paying off a bond that upgraded the sewer treatment plant's capacity which provided much needed additional sewer allocation in Barre Town. Finally, the City provides emergency dispatch service for the Town. Voters in the two communities approved the creation of a union school district to supervise Spaulding High School in 1987." Barre Town children have been attending Spaulding Union High School since it was built at its current location on Ayer Street.

The Town and City voted to consolidate the superintendent and staff for the elementary, middle school and high school.

Specifically, the Town and the City now have, or in recent years have had, the following cooperative efforts:

- (1) Sewage treatment facility;
- (2) Water supply/purchase;
- (3) Shared use of special equipment; (e.g.: sewer vacuum truck; sewer camera)
- (4) Spaulding Union High School,
- (5) Barre Youth Sports,
- (6) Public swimming pool sharing,
- (7) Aldrich Public Library,
- (8) Mutual Aid Police/Fire/EMS/Support,
- (9) Winter maintenance of some streets on the City/Town borders.

Other organizations both communities are involved with include

Barre Housing Authority
Central Vermont Economic Development Corporation
Central Vermont Chamber of Commerce
Central Vermont Regional Planning Commission
Central Vermont Solid Waste Management District

A. **Barre City Water and Sewer:** Two areas of on-going interdependency are water and sewer, as explained in more detail in other parts of this plan. Barre City supplies several sections of Barre Town with public water. Also, all sewage in Barre Town's municipal sewer system flows down to the Barre City Sewage Treatment Plant.

The capacity of the sewage treatment plant and allocation to Barre Town will limit growth in Barre Town.

B. **Other Barre City Planning Issues:** The following summarizes other items on the City planning agenda of mutual concern to the City and the Town:

Transportation/Traffic: Upgrading Quarry Street/South Main Street (Rt. 14) intersection. (Traffic congestion, along with water and sewer, is one of the major areas of impact on the City by development in the Town.)

Economic Development: On-going efforts to maintain vital downtown retail district as well as expand industrial job opportunities.

Zone District: Zone districts and land uses along City/Town boundaries are viewed as compatible.

Spaulding Union High School: Has completed an addition approved by voters in the Town and the City. It included a new gym, allowed for increased space for music, new computers for use throughout the school with accessibility to the Internet and new energy efficient updates.

Storm Water Run-off: Town and City engineering and planning offices have continued to monitor the impact of storm water running into the City.

2.5 DEMOGRAPHICS

This section of the Plan provides a statistical overview of Barre Town and the region. It makes comparisons regarding statistical elements which are pertinent to planning issues.

The analysis will focus on key aspects of community life including population, housing and the economy. It is important to view Barre Town in its regional context as these variables are considered. Below you will find a table reflecting housing and income as of the last census (2000) data available.

2000 Census Data	Barre	Vermont
Housing Units	3,046	N/A
Household Income	\$46,563	\$40,856

Barre Town is located in Washington County. The growth of Washington County continues to be a little below the state average with estimates showing a growth of 2.6% since the 2000 census. The state estimated average is 3.4%¹. The estimated population of Barre Town in 2005 is 8,002 up from 7,602 in 2003. Barre Town is estimated by the Central Vermont Regional Planning Commission to be the most populated town in Washington County by 2020. The primary difference between Washington County and other areas with slower than average growth is that the economy has remained strong during this slower growth period.

There is a high concentration of government related jobs in the region. However, diversity of the economic base results from substantial amounts of employment in the areas of recreation, insurance, granite quarrying, banking and manufacturing. There is also a large amount of employment in the trade and service sectors.

¹ Based on United States census data estimates from 2000 to 2006

2.6 POPULATION

Table 1 illustrates that the Barre Town population growth has been relatively steady. The Barre Town rate of growth has approximately equaled the county average rate, but it is only half of the state average rate.

TABLE 1
Population Comparison

	1970	1980	1990	2000	2010 est.	% Growth
Barre Town	6,509	7,090	7,411	7,602	8,177	25.60%
Barre City	10,209	9,824	9,428	9,291	8,911	-12.70%
Washington Cty.	47,659	52,393	53,928	58,039	61,408	28.80%

Since 1970, Barre Town's percentage of the total county population has remained at approximately (13 %). It is anticipated it will remain the same, as in past years.

There has been a nationwide decrease in the average size of households in the past twenty years, and Barre Town has followed this trend. This reduction in size is attributed to a number of factors including increased affluence, a conscious desire for smaller families, increasing numbers of two income households; and, an increased rate of divorce. Barre Town's household size has decreased from 3.0 persons in 1980 to 2.59 in 2000 while the county average size declined from 3.13 to 2.36 during the same period.

2.7 HOUSING

The quantity, quality and affordability of a town's housing stock are critical elements of community life. The number of housing units for Barre Town in 2000 is shown in the table below:

The following table outlines the housing unit categories for Barre Town:

TABLE 3
(Housing Units Categories)

Barre Town Housing as 2000

Total housing units	3,046
Occupied housing units	2,951
Vacant housing units	95
For seasonal, recreational, or occasional use	23

3. POLICIES, OBJECTIVES AND PROGRAMS STATEMENT

The policies, objectives and programs of the 2008 Barre Town Plan are a reflection of the values and vision of its public-spirited citizens and elected officials.

3.1 POLICIES

The review of proposed developments, buildings, renovations and other land use projects and the creation, implementation and enforcement of land use regulations and Bylaws in Barre Town shall reflect the following policies:

1. Growth is inevitable; it should be managed in such a way so as not to burden the capacity of public utilities, facilities, services and infrastructure.

2. The Town's allocated capacity at the Barre City Sewer Treatment plant and the Town's system of sewer mains should be planned, improved, and maintained so as to accommodate anticipated residential, commercial, industrial growth and development.

3. Growth and development should be planned and managed so as to respect, enhance (if possible) and minimize adverse effect on visual beauty and natural areas, including land based recreation. The Town wishes to ensure that all development include the provision of appropriate landscape plans to screen and enhance the aesthetics of residential and commercial areas.

4. The Town should encourage economic development in a manner which keeps pace with the employment needs of town residents and the Central Vermont labor market in order to reduce the Town's reliance on its residential tax base and strengthen and diversify the local economy.

5. Growth and development should be balanced between residential, industrial and commercial uses. Growth and development of industry and of housing for low/moderate income residents is encouraged. Growth and development should include rehabilitation and continued use of existing (old) structures.

6. The phased road improvement plan should be continued and sustained. Both paved and gravel roads should be reviewed annually for construction improvements and updates. The Town currently utilizes a 5 year plan for upgrades and maintenance of both paved and gravel roads.

7. Ground and surface waters (for drinking and recreation), open lands, forests, farms, natural recreational areas, archaeologically sensitive areas and wildlife habitats should be recognized as valued resources; and their preservation should be balanced with other considerations in making planning decisions.

8. Protection of Town water supplies and maintenance, improvement and development of water distribution systems should be planned and implemented by the various Fire Districts and public and private entities which have assumed water responsibilities. This should be done with respect for anticipated growth and development and for the citizens' health and need for consistent/dependable service at a reasonable cost. The Town, along with the two remaining fire districts, Graniteville District #4 and Websterville District #3 have implemented source protection plans.

3.2 OBJECTIVES

Sewer: Inform Barre City of the growth expectations and needs, both residential and industrial, in Barre Town, so that sewer use/needs/ impacts can be properly accounted for and planned for. The Town should continue working to minimize infiltration to better utilize the Town's allocation. The billing for biochemical oxygen demand (BOD) containers of industrial producers has been reviewed by the Town's consultant F& A Fournier and Aldrich; a plan has been developed. The billing in the future will reflect this plan.

Water: Consider capital improvement plan for town water system. The Town is considering upgrades to the water system supplying in East Barre area off Waterman Street and Lowery Road.

Roads: Continue updates of 5-year projected road improvement plan, in house, based on what has been done and known needs.

Land Use Regulation: Revise Zoning and Subdivision regulations to implement this Plan. Insure that Town attends and participates in Act 250 review of all major projects in Town, to insure that the Town's plan and interests are properly interpreted and protected.

3.3 PROGRAMS

No new programs are proposed at this time. Ongoing amendments to this Town Plan and existing Zoning Bylaws, Subdivision Regulations and Sewer Ordinances are the best tools to guide the future growth and development of land, public services and facilities. Protection of natural and scenic resources has been addressed herein and will be carried through in future regulations.

4. LAND USE PLAN

INTRODUCTORY STATEMENT

The Town of Barre has a total of 19,328 acres of land. Land use growth and development in Barre Town should be planned to balance market needs and demands with the capacity of the land, municipal services and infrastructure/transportation network to accommodate it. The plan should anticipate and seek, within reason, to accommodate the results of market demands and growth pressures, while recognizing the need for standards, limitations and regulation to contain extremes which may result. Land use planning should always seek to make the most effective and efficient use of existing infrastructure.

4.1 MAP OF PRESENT AND FUTURE LAND USES

The Land Use Maps attempt to identify present and potential land uses in the future. No specific boundaries or restrictions are intended.

- Medium to high density residential.
- Low density residential, low-intensity commercial/industrial; natural resources; conservation; and farms/agricultural.
- Some prime a.g. soils; current farm use;
Low density residential (2 acres or more).
- "Mixed Use": Commercial/medium to high density residential/ some industrial (light)
- Low to medium density residential (and continue pre-existing commercial) on east side; Industrial on west side.
- Low density residential, conservation, forests, gravel, natural resources, steep grades (not suitable for development).
- Low density residential ("Residential C").
- "Village Centers": High density Residential and Commercial.
- Quarrying/granite and gravel extraction.
- Village Center (East Barre)
- Industrial/gravel extraction/processing (crusher plant).
- Commercial
- Industrial
- Medium density residential.

- Watershed (Conservation Zone, minimum: twenty-five acres).
- Mixed use commercial, industrial and residential.
- Natural resources, forests, low density residential.
- Medium density residential.

4.2 STATEMENTS CONCERNING MAP OF PRESENT AND FUTURE LAND USES

1. Areas on "Land Use - Present and Future" map, defined (for ease of understanding, acreages should be used instead of square footage when referring to lot sizes)

High Density Residential: Lot sizes: around (1/3 acre), and less (Residential A and Residential B size, including pre-existing smaller lots); off-site water and sewer available, as a rule (with lot size increases required for exceptions). Non-residential uses only as contemplated under Residential A and B in Zoning Bylaw.

Medium Density Residential: Lot size 1/3 acre and above; "Residential A", lots smaller than 1/3 acre only if pre-existing. Off-site water and sewer, as a rule (lot size increases required for exceptions).

Low Density Residential: Minimum lot size: 2.0 acres "Residential C". Semi-developed, semi-rural and natural areas (typically not served by Municipal water and sewer). Reduction in lot size with off site services.

Commercial: East Barre Road (Rt. 302) between Barre City and East Barre, consists now of commercial, residential and industrial uses and zones. Also, land between Bolster Road and Route 302 recently zoned Commercial and intended for office park. Mixed use along South Barre Road (Rt. 14 – South) and East Montpelier Road (Rt. 14 – North). Quarry Hill from the City line has some commercial and could be expanded.

Industrial: The only area in Town exclusively "industrial" for the purposes of this Land Use map is the Wilson Industrial Park land, Look at other industrial uses and industrially zoned parcels occur in **Quarries, Mixed Uses, Commercial** and in various isolated spots around town.

Village Centers/Very High Density Residential: As its name suggests, a village center is a centralized, usually "self-contained", settlement including a concentration of residences, commercial use(s) and, perhaps, a church or churches and a post office. These features usually give a village center a sense of place and identity: a place to be from or to go to.

The following are the recognized Village Centers of Barre Town:

- Lower Graniteville
- Upper Graniteville
- Websterville/Lower Websterville
- East Barre
- South Barre (NOTE: Due to the diversity of uses and zones, South Barre is classified primarily as **Mixed Uses** on the land use map, with some **Low Density**.)

Conservation: This is the area most restricted from development, since it is designed to conserve needed natural resources. Minimum lot size: 25 acres.

Public Land: Public Land zoning is no longer practical. Areas currently zoned public should be zoned

whatever is appropriate for the area of Town in which the use is located and or adjacent uses. The public use should then be allowed in that zone either by right, permit, or conditional use permits.

Quarries/Earth Resource Extraction: Approximate location of the major land masses dedicated to the quarrying of granite, the Town's major "export" product and sand and gravel operations.

Mixed Uses: Areas which contain a mix of uses, including residential, commercial, industrial and, in some cases, agricultural. Mixed use is predominate along Rt. 14 and Rt. 302.

2. Areas adjacent to present Residential A (municipal sewer and water available): creative design and clustering encouraged, to minimize infrastructure costs and preserve open spaces; one-third to one acre lots (or equivalent total, if clustered). Open spaces to be maintained by homeowners' associations or by municipality with public/community access.

3. The Town should implement site plan review and density bonuses, as provided by State Law (24 VSA § 4417), as these will help realize Land Use goals and policies.

4. Forests are presently in the very low density residential, natural resources (quarrying and gravel extraction) area and as indicated on the Forest and Agriculture Land map. See also the Natural Resources map, "Deer Wintering" areas.

5. Present recreation areas are as indicated on the Public Facilities and Publicly Owned property map, including ball fields, playgrounds, basketball courts, picnic areas, nature trail and other recreational resources on land of elementary school. Present recreation land uses also include snowmobile trails as allowed by landowners and maintained by snowmobile clubs and organizations, Millstone touring center Mountain Bike Path, Thunder Road (auto racing) and informal private trails, such as equestrian trails.

6. Millstone Bike Path includes railroad beds as public rights-of-way which have been converted to walking/jogging/bike trails ("rails to trails"), with a picnic area on Route 14 along Stevens Branch River near Barre City line and other possible areas along rivers (for fishing) and other areas as may be dedicated to public use in connection with subdivisions. Possible areas along rivers (for fishing) and other areas as may be dedicated to public use in connection with subdivisions.

7. Development and growth should be encouraged in areas where municipal water, sewer and roads are available and on nearby lands.

5. NATURAL RESOURCES

Natural resources play a major role in the selection process used when deciding to live and work in a particular location. Some natural resources control the capability of land to support population, such as climate, topography, soils and water resources. Others, such as forestlands, farms and natural areas present aesthetic features which define the quality of life for citizens. All natural resources warrant consideration in the Town Plan and planning review of development.

5.1 CLIMATE

The Town of Barre enjoys the complete range of seasonal changes and a true, cool, New England climate.

Average summer temperatures of ~~65~~ 75 degrees and winter averages around 22 degrees prevail, with winter extending from November through April. Winter and spring thaws may create extreme conditions known as "mud season", on unpaved roads, which make up approximately 30% of Barre Town's highway system. As a result, transport of heavy loads over some roads is restricted, or requires special permits, from about November 1-May 1 annually. Deep frost lines also result in a construction season of limited length, particularly in regard to infrastructure and foundation constructions.

Summer, with a growing season of about 110 days, enjoys mild temperatures of 75 degrees to 85 degrees; seldom more than five (5) 90 degree days; lush green landscapes; fairly frequent showers or thunder storms; and, profuse wild-flower displays. Average annual rainfall is 33+/- inches. Average annual snowfall is 75-90 inches.

Fall colors in Barre Town, enhanced by a topography which offers a wealth of panoramic views and tree-lined byways, are some of the most spectacular in the United States.

Climatic disasters, such as hurricanes and tornadoes, are rare. Severe rainstorms have caused localized serious erosion and road washouts.

Saturated spring soils, valley river branches and alluvial fans can bring moderate flooding. True 100 year flood ways are significant only along the valley basin branches which feed the Winooski River and in a few tributary stream beds which tend to be of moderate impact.

5.2 TOPOGRAPHY AND SLOPE

Barre Town, being a series of hill-tops surrounding valley feeder "branches" for the Winooski River, offers glorious views; lush landscapes; and, steep, winding roadways. Views of Camel's Hump and Spruce Mountain are prized by residents, though pastoral settings and scenic locations prevail in most of the community. The railroad going up Quarry Hill is the steepest grade east of the Mississippi; revolutionized granite mining for the township. High atop Barre Town's skyline are the granite quarries and man-made peaks of grout (granite waste), which highlight this unique scenery. Slopes in excess of 20% (percentage of slope being equal to the number of feet of vertical rise over a 100 foot span of horizontal distance) are not uncommon, and simultaneously serve to enhance the aesthetic appeal of Barre Town while posing environmental planning challenges for development. The challenges run to erosion control, sewage management, site design, road or driveway integrity, surface water run-off and seasonal access. The advantages are residential privacy, views, idyllic atmospheres and seasonal beauty. Elevations vary from South Barre at 680', East Barre at 1,130', Lower Graniteville at 1,269', Upper Websterville at 1,313' to Upper Graniteville at 1500', which represents the highest of the village centers elevation. The highest

elevation of 1,825' in town is the Pinnacle off Cutler Corner Rd.

5.3 GROUNDWATER RESOURCES AND GEOLOGY

Many residents and businesses in Barre Town take their water from groundwater sources. Groundwater is available from both fractured bedrock and from unconsolidated sediment in stream valleys. Any saturated sand and gravel deposits might provide a source of ground water for larger groupings of houses. With expanding commercial development, larger infrastructure projects may be sited. The nature of the subsurface materials, including depth to bedrock, is of importance when alignment choices are made and impacts assessed. Water well and boring data provide a potentially valuable source of data in areas lacking exposures. Depth to bedrock measurements, are reliable aids in determining the thickness of surface materials and can be used to reconstruct the hidden bedrock topography. Water well and other boring data are being compiled in spreadsheets and will be available from the Vermont Geological Survey office in Waterbury, Vermont.

“Geology for Environmental Planning in the Barre-Montpelier Region, Vermont” by David Stewart, 1971, contains a fairly complete set of maps delineating surface materials, ground water potential, solid waste conditions and sand and gravel reserves for Barre Town. In the ground-water potential map, most of Barre Town occupies areas of very low ground-water potential in which most water is available from bedrock sources at depths to 300 feet. Areas of good to moderate potential, where water is available in gravel and sand, follow the valleys of the Stevens Branch and Jail Branch and Rt. 14. These areas, containing permeable sand and gravel, are not generally suitable for solid waste and sewage disposal because the potential for leachate to seep through and contaminate ground water is increased. Areas identified by Stewart for solid waste disposal include upland areas covered by thin (less than 25 ft.) impermeable silts and clays.

The surface materials in the region are dominantly of glacial origin and were deposited while the area was covered by an ice sheet and during and shortly after the retreat of that ice. Most of Barre Town is mapped as having a thin layer of till over bedrock and/or exposed bedrock. Thicker surface materials occupy the valleys of the Stevens Branch and the Jail Branch, and the area just west of Route 14. The materials, varying from low permeability silts and clay to high permeability sand and gravel, provide constraints on development, land use, and resource availability.

Barre Town is on the Barre West and East Barre 7.5 minute quadrangles in north-central Vermont. The bedrock geology of the area consists of low to moderate grade metasedimentary rocks. The metasedimentary rocks are phyllite's, schist's, limestone's and, of course, granite. Granite is an igneous rock formed approximately 340-360 million years ago. It is Barre Town's most significant natural resource in that its commercial extraction has provided the Town with employment opportunities since the early 1800's.

Gravel resources are predominantly restricted to the area along Rt. 14, although not all. Sand and gravel deposits, as shown on Stewart's map, are limited in extent and nearly half the original reserves are depleted. Stewart estimates that an adequate reserve for the near future still remains.

The Vermont Geological Survey has mapped the three-dimensional distribution of surface materials in Central Vermont's largest cities (Montpelier and Barre) and the surrounding rural areas that are currently experiencing rapid growth. This map will serve as a basis for land use planning that includes identifying and delineating surface aquifers, sand and gravel deposits, areas prone to slope failure, areas suitable for septic systems, and areas underlain by significant thicknesses of low-velocity clay-rich sediments where seismic risks are amplified. New data for the west portion of Barre Town is now available. Interested citizens can find this information from the VCGI (Vermont Center of Geographical Information) website through the State of Vermont site located at www.vcgi.org.

5.4 SOIL TYPES AND EARTH RESOURCES

Soil Types: The U.S. Department of Agriculture Soil Conservation Service has recorded and mapped soil types throughout Barre Town. Soil types tell us the physical capability of the land to handle development and the resource production potential of the land. Unfavorable soil types for development typically contain the following properties excessive slope, shallow depth to bedrock, wet soils, unstable soils and erodible soils. Prior to development, these soil maps should be reviewed to learn of possible on-site septic limitations, drainage problems, bedrock interference, etc.

For example, in the immediate granite quarry areas, the soils have been removed to facilitate the mining of granite. Beyond that excavation, the soils are Glover-Vershire complex rocky soils. The slopes in this area range from 15 to 35 percent and the soils are composed of soils that are generally unsuitable for septic tank absorption fields and cultivated crops, There may, however, be pockets of suitable soils for on-site septic disposal. Mounds systems in areas that are not steep could be utilized.

As the slopes become more gradual, prime agricultural soils can be found throughout Barre Town. These soils are well suited for crops, hay and pasture. Buckland silt loams are found at slopes of 3 to 15 percent and are generally deep to bedrock. It is susceptible to erosion at the steeper slopes and drainage ditches can be used to help control it. The soils have seasonable high water tables at various depths and on-site monitoring should be done to determine suitability for on-site septic disposal. In the South Barre area, between Berlin and Route 63, significant pockets of prime agricultural soils extend down to Barre City. These soils are valuable to crop production and should remain in farming/low density type uses.

Knowing the soil types on parcels of land, particularly where primary agricultural soils are, is a valuable planning tool that can benefit the public. Maps should be obtained from the Town of Barre Planning and Zoning Office to assist residents and developers.

Earth Resources: Barre Town's earth resources include granite, gravel, sand and topsoil. Barre Town presently owns and operates a sand and gravel pit on Route 14, in Williamstown. The quarries provide many jobs and yield important materials for construction and manufacturing.

While mineral extraction areas do provide important and needed materials for road and building construction as well as manufacturing, it is vital that care be taken in the setting and operation of future mining and extraction operations in order to avoid land use conflicts, environmental damage and habitat destruction. Additionally, in residential and conservation areas, standards should be established for the operation, maintenance and ultimate restoration of mineral extraction land.

5.5 SURFACE WATERS

Flood Hazard and Floodways - A flood hazard area is defined in terms of likelihood of damage impact's in a one-hundred (100) year period. A floodway is the pathway and watercourse that must be reserved to carry flood water away during the 100 year incident. These areas in Barre Town have been mapped by F.I.A. (Federal Insurance Administration) Flood Insurance Rate Maps, which indicate flood hazard locations. Properties located near the primary rivers (Stevens Branch and Jail Branch) are subject to FEMA Flood Hazard and Floodway regulations. These FEMA maps are available in the Barre Town Planning and Zoning Office.

Soil composition, slope and contours, however, also create pockets of minor - though problematic -flood

impact due to spring thaws and intense rainfall. Sections of Lower Graniteville; Websterville Road, East Barre; and Quarry Hill, for example, can be vulnerable to "spot" flooding, basement impact, storm sewer over-capacity and road erosion.

Wetlands: Wetlands may be defined as areas which are inclined to retain sufficient ground and surface water to support significant types of vegetation and aquatic life, dependent upon consistently saturate soil conditions. Wetlands provide wildlife habitat and are important as indicators of groundwater contaminates.

The U.S. Department of the Interior has prepared a National Wetlands Inventory which maps all wetlands of one acre or more in scale of significance statewide and may be researched through the State Department of Conservation in Waterbury. The National Wetlands Inventory map is utilized in the Planning and Zoning Office. Barre Town has no category #1 wetlands. Category # 3 wetlands are considered to be of minor significance in terms of land-use impacts. Category # 2 wetlands, however, represent significant environmental assets. Barre Town has several significant wetland areas, some of which have been protected by private landowners.

5.6 FOREST LANDS

By the mid-1800's some 75% of Vermont had been cleared of forested land. Early settlers had cut and utilized virgin woodlands in the process of building homes and settlements; fueling hearth fires; and, in 1791 alone, a thousand (1,000) tons of potash was exported out of Vermont. As author, Dorothy Canfield Fisher explains in her book, *Vermont Tradition*, "...It took a good deal of five tons of wood, then to burn the wood into ashes, then extract lye from the ashes and thence, by evaporation, to produce thirty-nine pounds of potash. But Vermont pioneers had time, did not fear hard work, and elm tree thus processed could be carried out to market in a man's knapsack, and it meant a respectable sum in cash." For a state rich in trees and wildlife, - but without a deep-sea port, gold, oil, or an "easy" climate - lumber and potash became the resources of survival and prosperity.

Since the mid-1880's, much of Vermont has been returned to wooded land.

Vermont is now 80% wooded while Barre Town is approximately 48% wooded, (estimated from 1979 composite orthophoto map of the Town). Present uses of forested land include recreation, water quality, scenic backyards, as well as wildlife habitat and wood products (lumber, firewood, maple syrup, etc.). The forest land in Barre Town is presently divided into the following major categories: Protective, Productive, Transition, and Urban.

Protective: (22% of the forested area) is defined as those areas with forest cover identified as natural and fragile area, heron rookery near the East Montpelier town line, forest preserve and aquifer protection areas (cf. well head protection area maps in Utilities and Facilities Plan).

Productive: (8% of the forested area) forest land is all large tracts which in themselves, or when combined, form a major economic unit for long-term timber production. The land owned by state, federal, or private forest industry can be managed for multiple use but, is more often thought of as timber-producing land.

Transition: (52% of the forested area) forest lands are those resulting from fragmentation of larger tracts. They are intensively used for recreation, wood production, and wildlife habitat. Their value as watershed protection is also recognized. Larger than 25 acre parcels, this forest land category is appropriate for development, particularly rural, residential development, due to its proximity and accessibility to population areas.

Urban: (18% of the forested area) forest land refers to small parcels in or adjacent to the urbanized areas. The land is generally owned by private non-industrial landowners, and is generally used most intensively for

recreational purposes. These parcels are less than 25 acres in size and generally not economically viable for long-term timber production.

Development pressure seems to be greatest on previously open or agricultural sites. However, where soils are suitable or where access to public water and sewer are available, the Transition and Urban Forest areas are also under great development pressure.

"Prime" forest land as such has not been identified. However there is a FLESA (Forest Land Evaluation and Site Assessment) process available which could assist the Town in identifying, quantifying, and evaluating its prime recreation, scenic, wildlife, and timber-producing forest land.

Scenic vistas, recreational opportunities, timber production, wildlife habitat, and water protection are important assets that forest lands provide. The Town encourages careful and long-term management for the multiple uses of our forest resources.

In Barre Town, forest land may be described today as "maple-beech-spruce climax forest" in second stage generation of 30 to 50 years' growth. While there appears to be no distinct "mature growth forests", some mature, grown trees exist in the second stage woods.

Barre Town is generally guided by State GAFP, - "generally accepted forest practices" - for protection and perpetuation of existing forest land.

5.7 AGRICULTURAL LANDS

Agriculture and Farmlands: Barre Town's history has been closely linked to agriculture since it was originally settled. The initial clearing of the land and the construction of roads were accomplished by farmers in the eighteenth century. The rolling hills provided springs for agricultural water supplies, and the streams provided limited power for the processing of agricultural goods.

Barre Town has approximately eight active dairy farms and a variety of other farms with crops such as hay, apples, vegetables, beef cattle, Christmas trees, maple syrup and maple products, herbs and perennial flowers. There are several equine operations and boarding stables as well. There are vacant fields, meadows, and pastures which are no longer part of active farms, but which remain as open spaces. In Barre Town, there are 68 landowners, owning approximately 5,917 acres, who are enrolled in the State's Current Use Program. The Current Use Program seeks to preserve forest and agricultural lands through the use of tax reduction incentives.

The remaining farms produce a locally created product, and they provide employment as well. Local farms usually preserve scenic open spaces, recreation during off-season, and wholesome uses of natural resources. Farms sometimes create buffers between differing land uses such as industrial and residential. They also create minimal demands on public services.

It is the policy of the Town of Barre to encourage the preservation and continuation of economically viable agricultural uses including all of the farms which are currently active. Additionally, the Town encourages the creation of new agricultural uses which are economically viable. It is the intent of the Town that the owners of farms enjoy the economic benefits of their investment and ownership. Farm preservation should be accomplished through positive inducements rather than restrictions.

5.8 NATURAL RESOURCES GOALS AND OBJECTIVES

- Goal #1: Enlist the communities' support in protection and enhancement of the natural resources and amenities in Barre Town and impacted surrounding municipalities.
- Goal #2: To build upon the Town's existing information base relating to its natural resources.
- Goal #3: To assure long-term, sound stewardship of natural resources through reliable planning and management practices.
- Goal #4: To ensure that development is suitable to the natural features of each site and limited where development is imprudent and/or marginal due to negative impacts.
- Objective #1: The Town will encourage and enlist the assistance of residents, landowners, schools, businesses and other local, regional, state and federal entities to study inventory, manage, preserve, protect and enhance natural assets.
- Objective #2: The Town shall enlist existing organizations such as the Parks and Recreation, Transportation, and Housing Committees; Board of Adjustment, and Planning Commission to propose and implement policies to protect natural resources and enhance natural features throughout Barre Town.
- Objective #3: Mapping and natural resources information should be readily available to applicants as part of any review process. Expectations, as well as opportunities, for appropriate management practices and development choices may be offered to applicants.
- Objective #4: The Town should encourage the appropriate siting and reclamation of future mining and extraction operations in order to avoid land use conflicts, and minimize environmental damage and habitat destruction.

Suggested Actions & Initiatives

- a) The Town-owned forest land shall serve as a maintenance and perpetuation "classroom" for the community. Stewardship, research, education, inventory, forest management and other such activities shall be pursued.
- b) The Town shall take a proactive approach to prioritizing protection of natural resources in the interests of expanded development amenities, respect of property rights, and incentives of developers and landowners. These may be reflected in ordinances, pursuit of planning and implementation project funds, community demonstration programs, and /or open space/recreation/tax/site design incentives, for example.
- c) Town encouragement to protect mature landscape, geological features (i.e., native rock and ledge) seasonal and indigenous waterways, privacy screens, recreation space, etc. serves the goals of the Town Plan while increasing marketability of developments and confidence in applicant planning capacity. Applicants should be advised to initiate mitigation measures to protect natural resources, rather than to delay proposals strengthening planning considerations.
- d) The Town should encourage Barre Town businesses, through the Zoning Bylaws and Subdivision Regulations to landscape with native vegetation and species materials.

5.9 SCENIC PRESERVATION

The objectives of the scenic preservation plan are: (1) to identify scenic areas and vistas within the town, (2) to educate the public concerning the benefits of the scenic and aesthetic areas, and (3) to protect, improve, and preserve scenic areas within the Town by positive inducements.

Barre Town's early development occurred without great concern for aesthetics. Early development was agricultural and deforestation occurred in order to accommodate pastures and fields. Granite quarrying increased in the Town during the 19th and 20th centuries which resulted in the "grout piles" of granite refuse which exist today. Even though the grout piles are the result of dumping waste granite, the mounds of stone are viewed by many as unique, scenic assets. Within the last 20 years the Town has shown greater concern for aesthetics. Recent development has been conceived and planned with "the view" as the dominant factor. Some developments incorporate restrictive covenants concerning height restrictions for structures, thereby protecting the neighbor's view. Recently, aesthetics has become a concern of local zoning and state development laws.

The "views" and "vistas" from elevated areas of Barre Town are possibly the most recognized scenic assets of the community. The views of Camels Hump Mountain, Spruce Mountain, the Worcester Range Mountains, the Orange Highlands, and the evening view of Barre City can be considered scenic assets of the Town. There are a number of scenic drives within the Town, including a number of tree-lined roads such as Upper Cassie Road, Sunset Road, Neddo Road and Snowbridge Road. Peck's Pond, Bolster Reservoir, Gunner Brook, Scott's Brook, and Windy Wood Pond are examples of brooks and streams that provide scenic areas. There are also a number of crest lines or ridgelines within the Town which create scenic views from within and without the Town. Early development of Barre Town occurred in village areas surrounding the centers of employment such as Graniteville, Websterville, South Barre, and East Barre. Containment of development in village centers and the preservation of open spaces are ways to preserve the Town's scenic assets.

Barre Town's visual beauty is an asset which the Town has to offer to any prospective resident or employer who is considering relocating to the community. The determination of aesthetic value is very subjective. It is very difficult to impose fair and uniform aesthetic standards on proposed projects within any community. Therefore, the Town of Barre's policy regarding aesthetics is one of encouraging enhancement and conservation of natural areas, views, and vistas rather than one of imposing penalties and restrictions. Development should be unrestricted by aesthetics except to the degree that scenic area can be preserved. Public or private acquisition of property or development rights should be considered in those cases where the proposed development is incompatible with retaining scenic areas.

The following are recommendations regarding scenic preservation in the Town of Barre:

- The Town should consider aesthetic upgrades to visual enhancements at town owned land and right-of-ways.
- Ridge lines within the Town should be mapped. Those areas which are identified should be protected by zoning and subdivision regulations to preserve natural and consistent ridge lines.
- Zoning regulations should continue to limit the height of structures to preserve the scenic view of others.
- Tree-lined areas of roadways should be preserved, particularly if the trees are old, and encouraged by appropriate subdivision regulations and by encouragement to property owners. However, new trees along roadways should be set back away from roadways far enough to prevent interference with

highway maintenance.

- The Town should promote the development and preservation of public scenic areas such as trails, ponds, swimming areas, picnic areas and railroad beds for continued public use. The Town may wish to acquire these properties if a change of use is contemplated in the future.
- Site plan approval under 24 VSA Section 4407(5) shall be required to assure that landscaping and appropriate screening of all applicable projects will occur.
- Developers of subdivisions and any commercial/industrial development shall be required to provide landscaping, as a part of their projects. Greenbelts are defined as those areas located between any road, and lot or building frontage that designates an area for the planting of grass, shrubs, flowers, trees or landscaping of any kind. Greenbelts should span the length of the frontage, excepting access drives and entrances, and be a minimum of 10 feet in width. They shall be provided in all plans for subdivision, conditional use and site plan, for existing properties or new projects. Greenbelts contribute aesthetic beauty and favorably impacts the scenery and character of the neighborhood. Scenic paths and public areas may be required by the Planning Commission as appropriate. Those plans shall be approved by the Planning Commission during project review.
- Zoning provisions should be adopted which require appropriate lighting for projects.
- The Town should explore all sources of funding for the development and acquisition of public scenic areas and also assist landowners with opportunities for funding sources and mediation measures.

6. RECREATION

6.1 NATURAL & HISTORIC RESOURCES TO BE PRESERVED FOR RECREATION VALUE

The Town supports the preservation of rare and irreplaceable natural areas, scenic and historic features and resources. In keeping with the Town's recognition of the value of preserving for the public benefit natural and historic resources, the following recreational opportunities should be continued, maintained, preserved, developed and/or upgraded:

1. Playgrounds, basketball courts, a skate park and a volleyball court can be found at Barre Town recreational field. Recreation fields can be found at the following places: Upper and Lower Graniteville, Upper Websterville, Trow Hill, and East Barre, Barre Town Recreation field, and the EMS station, basketball courts and playgrounds can also be found at some of these locations.

2. Gunner Brook; Tradition of annual children's fishing derby: first in nation designated for children under sixteen.

3. Traditional link between natural resources and recreation in Central Vermont: skiing, fishing, sledding, hiking, camping, hunting, snowshoeing, and four wheeling.

4. Recreational opportunities which reflect and celebrate ethnic origins of Town residents (e.g. "bocce", Italian/Spanish lawn bowling; and golf, Scottish).

5. Picnic area in Graniteville

6. Bicycle/pedestrian paths and railroad rights-of-way.

7. Class IV roads and trails.

8. Snowmobiling and cross-country skiing.

9. Fishing in streams; Stevens Branch, Gunner Brook, Jail Branch, Scotts Brook.

7. HISTORIC PRESERVATION

7.1 HISTORICAL SITES AND STRUCTURES

Barre Town boasts a number of historical sites and structures including the Morrison Farm which was the site of the first settlement, the Calvin Smith Farm (Bond's farm/warehouse) where the legendary "naming of Barre fight" occurred and the Goldsbury site, location of the first framed house.

The Vermont Division of Historic Preservation has conducted a survey and presented the Town of Barre with a 6-volume State Register of the area. The list contains the official list of sites significant for their historic, architectural, or engineering merits.

A number of cemeteries in Barre Town provide final resting places for early residents. They also provide a rich history of the granite and sculpting arts which can be viewed in the cemeteries of West Hill, Wilson, St. Sylvester, Maplewood, the family plot of Col. Nathaniel Sherman, whose relative Jonathan Sherman named Barre, located off Miller Road, and an obscure plot off Jalbert Road.

The history of Barre Town cannot be presented without honoring the old quarry-related sites. In particular, the Wheaton Quarry, the home of the State House's granite; the ancient Blondin in Graniteville and the grout piles in Graniteville and Websterville that are in themselves monuments to the quarry industry.

Barre Town's historical wealth includes the numerous stone walls decorating the countryside, the old watering trough on Route 302 at the site of Salter's Blacksmith shop, still used by residents for its spring water; the nine Barre Town school sites with their old school bells and "Sky Route", Barre Town's railroad spur to Millstone Hill, noteworthy for being the steepest traction railroad east of the Mississippi.

It is in the best interest of Barre Town to preserve and promote its significant historic resources, architecture and sites as an important record of our heritage. Therefore, the Town will pursue and encourage maintenance of existing historical landmarks.

The following recommendations are submitted in regard to historic preservation in Barre Town:

1. The State Division of Historic Preservation should be consulted prior to the demolition of historic structures in the Town.
2. Establish a Town Historical Society for the following purposes:
 - Locating Barre Town Historic Preservation sites on town maps, particularly planning and zoning maps.
 - Providing educational programs to the schools and general public.
 - Providing educational programs to the schools and general public.
 - Encouraging rehabilitation and recognition of historic structures/sites including, for example, a program to put dates of construction on older homes.
3. Explore state and federal funding for restoration (such as Grants Administration for non-profit or Town-owned historic structures and Tax Reimbursement Act for Commercial Structures).

8. EMERGENCY PROVIDERS

In December 2007, Barre City and Barre Town entered into an agreement with each other and The Mercer Group, Inc. to conduct a feasibility study of consolidating public safety services which includes the Police Department, the Fire Department and Emergency Medical Services. Results of this study are due in April of 2008.

8.1 POLICE SERVICES

The Barre Town Police Department is housed within the Town of Barre's Municipal Building located at 149 Websterville Road, Websterville, VT.

The Police department shares a training room, meeting rooms and storage area. The police portion of the building houses an office space for the Chief, a dispatch/secretary office, an office for supervisors, an interview room, and a troop room for officers. In addition, there is an office for a community policing officer, a photography lab, evidence room and storage area, a secured holding area, shower and locker room, and an outside storage located at Department of Public Works.

The Town of Barre Police Department is dispatched by the City of Barre as per contract, which provides for all 911 dispatching.

In cases of extreme emergencies and other disasters, the police department can and may be required to provide dispatch. The necessary personnel have received training and all equipment is in place to accomplish this need.

Within the past seven years (2000-2007), Barre Town has shown an increase in growth in primary housing along with approximately 100 miles of public road. The police department has added three new positions in the last twenty years. The Police Department sees a need for 2 more police positions to be added to our 7 officer force. A total of 9 police officers and one Chief will allow us to keep up with the demands of providing quality police services to our community.

The industrial park, along with the new commercial and residential properties, will effect the police department staffing levels. Strategies to assure an effective enforcement in the future must include additional staff development and a commitment to ensuring safety of the community. This can be done by continued training and keeping the department well equipped.

Over the last seven years, the Barre Town Police Department has seen an increase in the role of public service. The annual reports of the department show an increase in the number of calls for service and we are seeing an increase in a variety of reports of crime beyond the traditional and well-known crimes.

The Barre Town Police Department has a vehicle inventory of three marked cruisers; one canine vehicle used by our canine officer and one unmarked police vehicle used by the Chief of Police. The Town replaces a marked vehicle every year. The unmarked cruiser is replaced as needed.

The department purchases, maintains and replaces a variety of uniforms and equipment to support department personnel including side arms, side handle batons, shotguns, radar equipment, leather gear, uniforms, communications, emergency lighting equipment, portable and mobile radio's.

We contract for computer usage from the State of Vermont, and are tied into a statewide CAD computer system.

Currently the Town of Barre Police Department has 1 chief, 1 Sgt, 6 Police officers, and a specialized unit of 1 canine.

The Barre Town Police Department also employs one full time dispatcher/clerk, who works at the department during normal business hours. The dispatcher/clerk handles the administrative functions of the department, including data entry and preparation of paperwork that is sent to the State's Attorney office for prosecution. In addition, the dispatcher/clerk has been trained in the answering and dispatching of both routine and emergency calls for service. The police department has the capability to dispatch for the Town police, fire, and ambulance services should the need arise. The dispatcher/clerk also serves as a back up dispatcher when Barre City Police are unable to provide the service.

8.2 EMERGENCY MEDICAL SERVICES (AMBULANCE) DEPARTMENT

Barre Town EMS is regional ambulance serving eight towns in Central Vermont. The Department operates two 24-hour stations. The primary station is located at 4 McLaughlin Road in East Barre and houses three ambulances. This station is responsible for emergency coverage of Barre Town, Washington, Orange and Topsham, as well as all non-emergency long-distance transfers.

The secondary station is located in the fire station at Berlin Four Corner's, (the intersection of Paine Turnpike and Route 62), and houses one ambulance. This station is responsible for emergency coverage in the towns of Berlin, East Montpelier, Calais and Plainfield, as well as emergency transfers. Additionally, two ambulances are quartered at the South Barre Fire Station on Route 14. The department also has a 12-foot Mass Casualty Incident trailer capable of resupplying the ambulances in the field and treating up to 75 adult and 50 pediatric patients.

There are 12 full-time employees; 6 EMT-Paramedics and 6 EMT-Intermediates. Full-time employees work 24 hours on shift and 48 hours off. There are approximately eighteen part-time employees certified at the EMT-Intermediate level. Part-time employees provide emergency coverage when either station is empty, for long-distance transfer coverage, or to fill openings in full-time shifts. There are 4 permanent part-time staff assigned to a third ambulance for local transfers, emergency coverage and long-distance transfers, Monday through Friday.

The EMS Department is capable of fielding three ambulances immediately and a fourth ambulance in twenty minutes or less as the coverage crew reports to the East Barre Station. All six ambulances are identically equipped and the crews are able to provide advanced airway management, drug therapy, and cardiac care. The department is also capable of transporting patients requiring specialty care such as, ventilators and syringe pumps. The EMS Department can transport as many as six critically ill or injured patients, or up to twelve less severely ill or injured patients. Barre Town also has mutual-aid agreements in the cities of Montpelier and Barre, as well as Williamstown, Northfield, Cabot, Waterbury and Mad River Valley. These departments can provide an additional seven ambulances for emergency coverage or mass casualty incidents.

Additional advanced life support training is available in-house for all employees. These certified courses include; Pre-Hospital Trauma Life Support (PHTLS), Pediatric Trauma Life Support (PTLS), Advanced Cardiac Life Support (ACLS), Pediatric Advanced Life Support (PALS), and Critical Care Para-medicine.

8.3 FIRE DEPARTMENT

Fire Protection for the Town is provided by the Barre Town Fire Department. The department was formed in 1962 when it took over the assets of the East Barre Hose Company. The East Barre Hose Company

was formed in the 1890's and provided fire protection to the village of East Barre (formerly known as Carnes Mill). Fire protection for the remainder of the Town was provided by the City of Barre.

Upon forming in 1962, The Barre Town Fire Department expanded its coverage area around the village of East Barre. However, it was difficult for the entire Town to be protected by East Barre so the City was still relied upon for fire protection to a large part of the Town. The dependence on Barre City changed greatly when in the early 1970's; Barre Town added another fire station in the village of South Barre. With these two stations, the Town was able to cover most of the Town with fire protection. There have been various agreements (some written, some not) over the years with the City to continue to assist the Town with structure fires by way of the Capital Fire Mutual Aid System but a more formal automatic mutual aid agreement for structure fires should be entered into.

The South Barre Fire Station was doubled in size in 2001 by adding two additional full length bays. The roof to the rear of the building was constructed higher than the rest of the building to allow for storage now and the possibility of living quarters in the future. A new dispatch and training room were also added with the addition.

The fire department is a call/paid fire department which means that the firefighters are paid an hourly rate when dispatched to a call. Many hours are donated by members on a yearly basis and very little compensation is given for training which sometimes gives the department the feel of a volunteer department. Fund raising is also a function performed by both stations which is done by club entities. In East Barre, the club is known as the East Barre Hose Company while the crew in South Barre is known as the South Barre Firefighters Club.

The department is dispatched by the City of Barre Police Department along with Barre Town's other emergency services. Department members are issued voice pagers which have unique "tones" for each station. Upon receiving an emergency call, dispatch will send out these tones which in turns activates our pagers which is followed by a voice message as to what the emergency is. This method of alerting members to calls replaces the old phone system that was done years ago. It is important for this paging equipment to be kept up to date given its importance in the response process.

Not that long ago the town was divided in to two response territories, with each station being assigned a territory and responsible for being the primary responder to that territory. The location of the emergency dictated which station was "toned". That method was changed as it was felt it was important to draw from all our personnel and equipment for most all calls regardless of where the emergency was located. It was also confusing for dispatchers and offers better continuity between stations. This method has worked well and should continue to be the way the department responds to calls.

The Barre Town Fire Department, and the East Barre Hose Company before it, have all been fortunate over the years to have many dedicated individuals serving the people of the Town. That tradition continues today. However, what seems to be a national trend towards less and less volunteerism has been felt locally by the Fire Department. Greater efforts towards recruitment and retention and incentives should be explored to help attract new members to the department. The Barre Town Fire Department has a roster capacity of 45 members.

A Chief and a Deputy Chief oversee the day to day operations of the department as a whole while each station has a "station" Chief. The station Chief's are Assistant Chiefs. Each station has a Captain and two Lieutenants. The Chief is appointed by the Selectboard upon recommendation of the Town Manager. All other officers are appointed by the Chief with Town Manager approval. Officers, including the Chief, serve three year terms. Firefighters are hired in the same manner as all other Town employees.

The department operates under Standard Operating Guidelines (SOG's) created by the officers and approved by the Town. Regular review and revision (if necessary) of the SOG's is important to ensure the department is run in a manner that reflects the constantly changing world of firefighting.

The equipment listed below is what the town currently utilizes to provide fire protection. The years ahead will require review of that equipment and how we use the equipment. Currently the life span of a pumper is about 30 years. Typically, the 30 year life span is accomplished by doing a major refurbish at about year 20. Tankers are typically built from used chassis by installing water tanks on them. This method of manufacturing tankers has become less acceptable compared to what it once was. The Town should consider investing in new chassis and

tanks manufactured by a qualified fire truck manufacturer.

Within the next few years the Town will be faced with replacing Engine 3 in the East Barre Station. This truck has exceeded its expected 30 year life span. Because of the number of pumpers the town has of its own and mutual aid in close proximity, the Town should consider purchasing a more versatile vehicle such as a mini-pumper to replace this truck. In addition, the East Barre station currently needs a 4 wheeled drive vehicle to replace engine 31, the wildland truck.

Current Vehicle Inventory

East Barre

2-Pumpers
2-Tankers
1-Heavy Rescue
1-4x4 wild land truck
1-Rescue snowmobile, sled and trailer

South Barre Station

2-Pumpers
2-Tankers
1-Multi Purpose pumper/rescue/wild land

8.4 EMERGENCY MANAGEMENT DEPARTMENT

The Town of Barre Office of Emergency Management is established under Vermont Statute Annotated, Title 20, Section 6 and the Town of Barre Emergency Management Ordinance Chapter 3, Section 3-1 to 3-2.

The Town Manager is the Emergency Management director who appoints the Emergency Management Chair. The Chair is in charge of the day-to-day operation of the Emergency Management Office.

Emergency Management is charged with carrying out the basic government functions of maintaining the public peace, health, and safety during an attack or disaster.

The Town of Barre has an operating Emergency operation center and disaster plan. The operation center is located in the basement of the Municipal Building in Lower Websterville.

PROMINENTLY DISPLAY YOUR E911 STREET ADDRESS

The rural character, climate and terrain of Central Vermont all impact our ability to find your property in a timely manner. Please be sure to prominently display your E911 street address so that emergency responders can locate you quickly!

Please Help Us Help You

9. UTILITIES

9.1 SEWER AND SEPTIC DISPOSAL

SEWER SYSTEM

The Barre Town municipal sewer system serves at least 60% of the Barre Town residents. It consists of approximately fifty miles of sewer line and two pump stations. The system primarily serves the more densely populated residential, industrial and commercial centers of the community. The entire sewer system is plotted on individual maps which are maintained with the town tax maps as well as on the sewer plan map of the Town. These maps are updated annually.

The age and condition of the sewer mains vary greatly. Some lines are nearly 50 year old clay pipes which are subject to considerable ground water infiltration through cracks and joints. Others are 5 to 20 year old PVC lines which have been utilized in the industrial park, recent subdivisions and in line replacement projects in Upper Websterville, Graniteville, Sterling Hill Road and the Buick/Ferris Street area known as Red Village.

The Town's sewage collection system is maintained by the Department of Public Works. The Town Engineer serves as the Sewer Officer and provides technical advice and planning. Two DPW employees have responsibility for day-to-day sewer service.

The Department of Public Works has the following equipment specifically for sewer maintenance:

- A 1965 rodder and trailer
- An emergency stand-by pump for the Orchard Terrace pump station
- A Chevy service van
- A vacuum/flushing unit with a dual wheel truck chassis.

The Barre Town Sewer System is served by the Barre City Wastewater Treatment Plant which has a total design capacity of 3.4 million gallons per day. Of that total, Barre Town currently has a per day allocation of 1.54 Million gallons. As of December 31, 2007, the town was using 1.2 Million Gallons a day of that allocation.

The Selectboard acts as the Town Sewer Commission. The Town Zoning By-laws require that applications for sewer connections be reviewed and approved by the Town Engineer and the Sewer Commission.

The following recommendations are submitted in regard to the operations of the Barre Town sewer system:

1. The sewer allocation policy should continue to be updated annually;
2. The town needs to develop a program for charging businesses for high B.O.D.waste water also; the current BOD charges from Barre City should be redefined.
3. A policy should be developed to coordinate with the City of Barre, the upgrade and maintenance of the sewer lines with the highway improvement projects;
4. The allocation policy has been revised to encourage sewer extension and connections in certain areas and discouraging them in others. All requests for sewer allocation shall be in accordance with the Town's current sewer allocation policy and shall be approved by the Town Engineer;

5. A policy should be developed to address the question of whether sewer lines should be extended to developed areas where septic systems have failed in an effort to prevent ground water contamination;

6. A funding analysis should be conducted in order to determine whether existing fees are adequate or whether impact fees should be considered.

SEPTAGE DISPOSAL

Septage disposal in the Town of Barre is generally accomplished by private companies that pump out the septic tanks in the community. State environmental regulations require that septage be disposed of at facilities where it can be properly processed such as municipal waste water treatment plants.

9.2. WATER SUPPLY

The water supply for the Town of Barre consists of numerous sources and the systems are maintained by a variety of entities. There are two different fire districts, Graniteville and Websterville which provide full service with varied sources of water to residences within their districts. Water is also provided by the Town of Barre to Quarry Hill, Sterling Hill, East Barre lower Websterville and a small section of Richardson Rd. This water comes from a variety of sources: Barre City water, well water from Graniteville Fire District and wells owned by the Town of Barre in East Barre.

Barre City: The largest single water supply source for the Town of Barre is the City of Barre which provides water from the Thurmond W. Dix Reservoir in Orange. This source provides water to a variety of areas of Barre Town. In the past five years South Barre F.D., Deep Rock F.D., and Trow Hill F.D.# 5 had disbanded and ownership was deeded to the City of Barre. The City of Barre services the following areas of the Barre City water system in the Town:

- Richardson Rd
- Camp and Cassie St.
- Route 302
- East Cobble Hill Rd

A. Barre Town Water System

1. Connections 464 including the industrial park
2. Capacity - 50,000 to 60,000 GPD usage, 300,000 gallon storage tank
3. Water pipe network - 12" DI and cast iron - 4800' main, 8" DI and cast iron - 4000' main, 8" DI and cast iron - 3700' distribution, 6" cast i-iron - 2800', 2" unknown - 500'
4. Age - 10 to 27 years
5. Condition - good to very good
6. Tanks, reservoirs and pumping stations - Wilson St. pumping station and a 300,000 gallon storage tank (1981)
7. Pressure - varies (50 psi increase due to storage tank)
8. Fire prevention - 24 hydrants
9. Personnel - Town Selectboard and Town staff
10. Consumers
 - residential - 29.9%
 - commercial - .01%
 - industrial - 33%
 - public/institutional - 37%

B. Websterville Fire District # 3

1. Source - Barclay Quarry-main source, Casanova Street and Quarry Holes # 1-Summer supply to fill Barclay Quarry in summer
2. Connections - 134 residential and one store
3. Avg. daily use- 29,000 GPD- Installed filter plant in 1997 to filter water.
4. Water pipe network - 12" pipe from storage tank to intersection of Violet Street and Church Hill Rd. Approx. 5000' of 6" case iron and approx. 2500' of 4" cast iron used for distribution.
5. Age -58 years
6. Tanks, reservoirs and pumping stations - pumping station to service higher elevations; low lift booster pump to Barclay Quarry; and a pump to lift water from Quarry Hole # 6 in the summer. 1991 - New 100,000 gallon reservoir with chlorination facilities. About 2 day supply of head water.
7. Pressure - Average 30-40lbs in the system. Lower end of the system, approx. 100 lbs. pressure. Gravity fed system
8. Fire prevention - 10 hydrants
9. Founded in 1938 and operated by 3 member prudential committee, the water treatment plant operator, the Water Superintendent, Treasurer and Collector of Revenue. Fire District #3 pumps water to the upper end of Websterville to the Baptist Church.
10. Consumers - Residential - 93%, Commercial - 2%, Industrial, Public and leakage - 5%

C. Graniteville Fire District # 4

1. Source - 78 springs or infiltration galleries and two wells
2. Connections - 250 (of which 50 are outside the district)
3. Capacity - 438,000 gallon storage capacity, 72,000 GPD usage
4. Water pipe network - 8" cast iron - 8000' main, 8" cast iron - 2000' distribution, 6" cast iron - 3000', 1 1/2" to 2" cast iron - 5200'
5. Age - 53 years
6. Tanks, reservoirs and pumping stations - 3 reservoirs - # 1 - 77,000 gallons, # 2 - 111,000 gallons, # 3 new 250,000 gallons
7. Pressure - 40 to 143 PSI
8. Fire prevention - 30 hydrants
9. Personnel - Prudential Committee (3)
10. *Consumers - Residential 88%, Commercial/residential 9%, Public/leakage - 3% (*percentages based on number of connections and not quantity of water used.)
11. Other - System upgrades were completed in 1998 with new reservoir, system booster station, filtration and supplement from Barre Town system.

D. Mountain View Acres Water System (Meadow Wood Drive)

1. Source - drilled well, 265 feet
2. Age - drilled in 1983
3. Capacity - 70 gallons/minute
4. Holding Tank - 4,900 gallons
5. Pressure - 30-50 PSI
6. Privately owned
7. Connections - 10 single-family residences, no future connections.

E. Birchwood Park System

1. 13 existing connections (14 maximum). Any additional will require improvements to well and reservoir volume.
2. Drilled well, 60+ gals/min, 5HP pump
3. 2" plastic main
4. Birchwood Park Homeowners Association
5. Pump house on property line between Miller lot/H.O. Assoc.
6. System built in 1974 by Harry Miller-Birchwood Park Subdivision

State and Federal regulations and the changing demands of customers had an effect on the operation of many of the water systems which operate in the Town of Barre.

Water Supply Recommendations:

Improved coordination between the systems will be necessary if the Town is going to continue to grow in the future. The town generates an annual Consumer Confidence Report on the quality and performance of the town water system.

9.3 GROUND WATER PROTECTION PLAN

A useful resource for ground water protection planning is the report "*GROUND WATER RESOURCES AND PROTECTION FOR THE TOWN OF BARRE, VERMONT*", ("Smith Report") July 1988, prepared by Michael B. Smith, Hydro geologist for the Vermont Agency of Natural Resources at the request of the Town Manger.

Recognizing the importance of protecting present and potential future ground water resources to provide for water consumption by Town citizens, it is recommended that the Town adopt a ground water protection policy. This policy should be implemented by a Ground Water Protection Strategy which includes the following:

A. **Public Education:** Town should take active role in making its citizens aware of the need and benefits of protecting groundwater resources.

B. **Ground Water Resources Inventory:** Should be taken to determine all available ground water resources. This data should then be looked at alongside other (e.g. ground & surface) water resources currently in use and being developed. This total resource picture should then be measured against the Town growth projections and land use plan in order to determine the need. The Town Ground Water Protection strategy then should be developed in response to that need.

C. **Land Use Inventory:** An inventory of current land uses is essential to determine whether ground water resources are subject to existing dangers and whether available and accessible for community use. (cf. Smith Report, Appendix 4, Model ordinance, p.4, list of business activities which represent a potential danger to ground water drinking water supplies.)

D. **Amend Town Code:** Amendments to the Town code should to include Hazardous Materials Ordinance (cf. Smith Report, Appendix 4, Model ordinances, pp. 6-13.)

E. **Draft Amendments to Town Zoning Bylaw and Subdivision Regulations;** as needed, calling for an

Aquifer Protection Area Overlay District to insure all zoning and subdivision applications are checked for potential impact on ground water resources. (See Appendix 4 of Smith Report.)

F. **Consider other Zoning Amendments:** designed to protect identified well-head protection areas which serve as an existing or potential municipal water supply. Boundaries of any districts created should be based on geological data (contact point of sand and gravel deposit with surrounding till or bedrock materials). Within that area, land uses should be **restricted** within the cone of depression of an existing well, while the rest of the recharge area (to the boundaries) should be **protected** from incompatible land uses or mismanagement. Consultation with an expert is essential to lay out this two-district zoning.

G. **Ground Water quality should be checked first:** If an aquifer is already contaminated by industrial, commercial or densely developed residential uses, zoning will serve no purpose. Likewise, if ground water resource is not of sufficient quantity to meet present or future needs, over protection may not be warranted.

H. **Zoning:** is best suited for regulating prospective land uses, since present uses are "grandfathered" in. Please see Smith Report, Appendix 4, Model Ordinances, pp. 14 - 19 for model Water Resource Protection District language for Zoning Bylaw. This model should be studied for its suitability for Barre Town; then, if suitable, adapted as needed and proposed for adoption.

I. **Subdivision Amendments and Other Proposals:** The Smith Report contains model subdivision amendments and other regulations besides those cited herein. These are available for perusal and possible proposal by interested citizens.

Town's involvement in ground water protection and accessing should, of course, be coordinated with fire districts in which said areas may lie, or with other public water systems.

9.4. WATER RUNOFF & DRAINAGE - FLOODPLAIN ZONES & MANAGEMENT

Storm Water Management

Much of Barre Town is comprised of hilly areas that are like the rim of a bowl, the center of which is Barre City. Storm water runoff traveling down the hills impacts on the city. It also impacts areas of Barre Town by its adverse impact on homes, leach fields and driveways as well as roadways. Uncontrolled runoff can create a variety of problems. These problems are often made worse when new development reduces the amount of vegetation which controls the absorption of the ground water. Examples of the problems are: silt deposits; erosion and/or undermining of private property, roadways, railroad beds and bridges; accumulations of water that will flood or freeze which produce hazards on driveways or roads; and flooding and contamination damage to basements yards or streams.

Presently the Town Public Works Department controls storm water runoff by a system of ditches, culverts, catch basins, drain ways, and swale drains. Most of the runoff not absorbed into the ground eventually flows into natural waterways. The primary purpose of the existing storm water control system in the Town is for highway maintenance.

Reports of maintenance needs for the storm water control system are handled by the Town Highway Department as part of the routine maintenance of town roads.

The Town should insure that all plans for future construction within the Town are reviewed for storm water runoff impact on adjacent property owners and municipalities to insure the health and safety of the public. Wherever

appropriate, the Town will require the developer to provide a right of way, an easement or retain necessary private property for the maintenance of the storm water control system.

There are a variety of runoff situations in the Town that adversely impact areas of Barre City.

There are also problems with the infiltration of storm water into the domestic sewer lines which need to be resolved as well.

The State of Vermont has a new storm water and construction permit process; the new process refers to one to five acre developments. The developers must obtain a state permit referred to as a 3-9020. This permit deals with low risk sites and erosion issues on the sites; prevention and sedimentation control. All developments one to five acres must submit a preliminary notice of intent per new state law.

Floodplain Management

Floodplain management is overseen by an engineer with the State Agency of Natural Resources.

The Barre Town Zoning Ordinance was revised in 1990 to update Section 4.9, Flood Hazard Areas to conform to current federal regulations and is being rewritten in 2008 to reflect the most current regulations. Flood hazard areas, flood ways and floodplains are defined and construction within them is regulated by the Federal Insurance Administration which is an arm of the Department of Housing and Urban Development. Property mortgagors require flood insurance for those properties which are located within these boundaries. Local municipal regulation is also necessary. The Town Zoning Administrator is deemed by FEMA to be the local enforcement officer as well. Flood hazard insurance is not available in communities that do not have a flood hazard section in their building & zoning Bylaws.

Recommendations regarding Water Runoff and Drainage:

- The planning commission shall review plans regarding storm water management for new subdivision proposals to ensure that new development will not adversely affect the community.
- The State Vermont is responsible for review and issuing all storm water discharge permits and general construction permits.
- A Town storm water control policy should be implemented as soon as possible which includes provisions for: Inspection of the domestic sewer lines to check for infiltration of storm water.
- Allowable volumes of storm water run-off need to be calculated using State standards for 10, 25, and 50 year storms. Calculations in subdivision applications, detention areas, throttling devices for all storm water run-offs need to be provided to the Planning Commission at the time of new development.
- Town should consider a no disturbance buffer/setback area around steep slopes of 20% or greater.

10. FACILITIES

10.1 PUBLICLY OWNED PROPERTY

Buildings: The Town has an interest in seven principal structures in which accessibility for the public and employees are of significant concern: Town Office, Barre Town Middle School and Elementary School, East Barre Fire Station, South Barre Fire Station, Municipal Garage, Vehicle Maintenance building, and the Ambulance Station.

These buildings, including the school, are accessible to handicapped persons. In 1993, the Town constructed an addition to the Town Office Building and made major improvements to enable handicapped accessibility to the building. The Barre Town Police Department is located in the new addition on the ground floor. An elevator located just outside the Police Dept. shuttles people from the ground floor to the second floor administrative offices. The Town Office Building adequately serves all the municipal requirements for administration, engineering, zoning and planning, Town Clerk, the police department, and meeting facilities making all departments now handicapped accessible.

10.2 GRAVEL

Gravel operations - The Town owns a 23-acre gravel pit in Williamstown which it has operated for nearly 36 years. Gravel reserves above the groundwater table in the original 10-acre section of the gravel pit are nearly exhausted. The Town is currently mixing granite into the gravel to provide material for road work. The Town should investigate purchasing of other land for gravel to last an estimated 20 years.

10.3 WILSON INDUSTRIAL PARK

The Town owns a 62-acre parcel of industrially zoned land adjacent to the Wilson Industrial Park. The Town will continue with its efforts to develop, subdivide, market, and sell lots within this industrial park expansion area to promote economic growth, generate jobs, and to expand and diversify the local tax base. A sewer line was constructed in 1997 through the center of the 62 acre parcel, for approximately 5000 ft. Within the 62 acre parcel, almost 6-8 acres have infrastructure for municipal water, sewer, road, underground utilities and is ready for future development. The Town should continue to market the Industrial Park as a valuable resource and seek out new business opportunities for placement within the Park.

The Central Vermont Solid Waste District Recycling Depot is located within the Wilson Industrial Park. Regional and Barre Town residents can dispose of trash, recyclables, tires, appliances, and used material, such as scrap, and electrical components.

10.4 EXCESS LANDS, PROPERTY ACQUISITION AND RECOMMENDATIONS

The Town of Barre owns several parcels of land and buildings which are listed on an inventory and maintained in the Assessor's Office.

The Town should acquire property when it is in the public interest for such things as:

- Strips for highway connectors
- Parcels abutting Town owned property

- Parcels along significant water resources
- Recreational uses
- Preservation of natural resources

10.5 RECREATION FACILITIES

Participation:

The Barre Town Recreation Plan is designed to provide recreational opportunities for individuals and groups in every age range and of both genders. Ball fields (baseball, softball and soccer) are available for team activities involving youth and adults. There are tennis courts, horseshoe pits, and a bike/pedestrian path. Families and other groups can enjoy the picnic areas (cookers, water, toilets, tables and shelters) as well as lawns, woods and playground areas.

People who partake of Barre Town's recreational resources, particularly those located on the elementary school property include residents of Barre City, Orange, Washington, Williamstown and others, as well as the Town citizens, drawing from a population base of about 24,000. Estimated average weekly usage of all Barre Town recreation facilities in the Spring, Summer and Fall exceeds 1,200.

Recreational Distribution:

The Barre Town recreation facilities are located on eight different sites within its geographic boundaries. The total space reserved for recreation totals approximately 46 acres. The distribution is as follows:

Barre E.M.S. lot	- 1 acre - basketball
Upper Websterville	- 1 acre - basketball, swings, see-saw
Upper Graniteville	- 1 acre - basketball, swings, see-saw
Lower Graniteville	- 1 acre - basketball, swings, see-saw
Trow Hill	- 1 acre - basketball, swings, see-saw
East Barre	- 4.8 acre - basketball, swings, see-saw, open field
South Barre	- 1 acre - basketball, swings, see-saw, open field
Barre Town Elementary School Complex	- 85 acres - (of which about 35 are presently used)
	2 small baseball fields
	1 regulation baseball field
	1 lighted softball field
	1 soccer field and a running track
	4 lighted tennis courts
	1 nature trail (1.5 miles)
	1 hiking trail (1 mile)
	1 picnic area with shelter, sites with barbecues and tables, horseshoe pits
	1 school playground with swings, see-saws, slides, etc.
	2 basketball courts at school
	1 paved basketball court
	1 sand volleyball court

- 1 Skate Park
- 1 bike path to Graniteville
- 2 Restrooms structures with flush toilets
- 2 Pit toilets

Recreation Programs & Coordination with other opportunities in the area:

Barre Town shares facilities and coordinates programs with Barre City. Facilities and programs based in the City include municipal pool, "Playground 2000", municipal auditorium and a BOR facility, providing skating in the winter and basketball, tennis and street hockey in the summer. The Barre Youth Sports Association sponsors football, soccer, basketball, hockey, figure skating and cheerleading programs for area youth. Also provided are adult softball (men's and ladies), adult men's hockey, adult ladies' broomball, adult soccer, adult baseball, Little League baseball and softball, Babe Ruth League baseball and American Legion baseball. The Thunder Chickens Snowmobile Club and SnoBees Snowmobile Club also are very active in this area.

Regional opportunities include skiing in the Mad River Valley. There is Sugarbush Ski Area and Mad River Glen Ski area and Stowe and golfing in Barre, Northfield, Montpelier and Sugarbush, Millstone Hill trail association is open year around. Additional ice skating facilities are located at Norwich University's Kreitzberg Arena and at the Civic Center in Montpelier. You can also find many open lands to fish and hunt on in the area.

Recreation Paths:

Bicycle/Pedestrian Paths create a safe means of alternative transportation for bicyclists and pedestrians of all ages and they have the potential to reduce vehicular traffic on busy roads by providing safe commuter routes for bicyclists. Links between residential community centers and business areas should be planned and constructed with key destination points located along path alignments. Schools, businesses, quarries, recreation fields and downtown areas in Barre City, Berlin and Montpelier should be considered key destination points located along path alignments.

Another potential benefit is that well-maintained and scenic paths attract visitors to the Central Vermont area. Visitors stay in local inns and motels, dine in local restaurants and spend money on recreation and shopping. Tourists should be able to access Central Vermont businesses and tourist attractions by transportation paths.

A path's recreational value is in the wide variety of outdoor activities it provides. Walkers, joggers, cyclists, skaters, snowshoers and even cross-country skiers enjoy the benefits of exercise and recreation on community transportation paths. Paths also provide places for families and neighbors to meet, socialize, and be part of their community. Public places are important to strengthening the sense of community so prevalent in Barre Town.

Barre Town has several paths either built or in various stages of planning.

- (1) The Bridge Street to Fairview Street Path follows the existing, abandoned railroad bed and extends 1.2 miles. The path is an eight foot wide paved facility that will accommodate bicycle and pedestrian transportation and recreational needs. It begins at the Bridge Street bridge in Barre Town and follows the rail bed past the Barre City municipal pool and recreation park. It continues on to the Barre City Elementary School and terminates on Fairview Street in Barre City. The path is beneficial to all Town and City residents, but particularly to residents traveling to/from the municipal pool and recreation park and to those commuting to the Elementary School area. The path provides a safe transportation corridor, in that users will not have to compete for road space with automobiles.

(2) Millstone West segment; approximately 1 mile is a part of the proposed Central Vermont Regional Bike Path, which goes from Barre Town School to Compo Street in Graniteville. The Path goes by the Rock of Ages Craftsman's Center. It provides children safe transportation corridor from Graniteville to the school. It also enhances existing recreation opportunities at the school facilities.

(3) The proposed Central Vermont Regional Transportation Path is a 14 mile regional bicycle/pedestrian facility which will extend from the Dog River Recreation area in Montpelier through Berlin, Barre City and end in Barre Town. Citizen committees in each community have been planning the overall path for about six years. In 1994, each of the four communities received a \$10,000 grant to begin a technical alignment study. When the conceptual alignment study was completed each community had established preliminary alignments, cost estimates and purpose and need for the paths. The Barre Town Conceptual Alignment is available to the public and is located in the Planning and Zoning Office.

Portions of the path have already been constructed in Montpelier along the Winooski River and in Barre Town previously mentioned. Additional sections of the Montpelier and Berlin path received federal/state and local funding in 1998 and are now proceeding with engineering and construction planning. The Barre Town Selectboard and Barre City officials are currently preparing applications for federal/state funding to construct portions of the overall path.

Barre Town's section of the Regional Transportation Path is approximately 5.3 miles located primarily on abandoned railroad beds. In some areas, the path must leave the railroad bed and follow existing town roads.

Other sections of the Barre Town Regional Transportation Path include the Quarry Hill segment, the Millstone Hill North segment, the East Barre segment, the Millstone Hill East segment, the Graniteville Road segment and the Websterville Road segment. Each of these short sections will be planned and constructed as funding becomes available. A map of the Central Vermont Regional Transportation Path and Barre Town's sections is included as a map in the back of this plan. For additional information on these path segments please refer to Section 9.9, Transportation, Bicycle Accommodations in this document.

Recreation Governance:

The main recreational site is owned by the Barre Town School District. Other sites are owned by the Town of Barre. There is a joint compact agreement between the Town Selectboard, the School Board and the Recreation Board.

The Recreation Board oversees the recreation program activities and maintains the facilities. There are eight citizens appointed to the Recreation Board by the Selectboard.

An ad hoc committee of Recreation Board, Selectboard and School Board members and Town and School management personnel cooperate on short- and long-range planning. Planning ideas come primarily from the Recreation Board.

Recreation Funding and Administration:

Operating expenses for Barre Town's Recreation program are provided through a line item in the general fund of the Town's budget, as well as volunteer services and contributions.

The Barre Town Recreation Board, with the help of donated money and volunteer efforts of users and others, has succeeded in developing, improving and maintaining the facilities (ball fields, skate park, tennis and basketball courts, and picnic area) on the grounds of the elementary school. Oversight of these facilities and programs is its major on-going task. This volunteer board has come to appreciate and recognize the crucial role of volunteerism and donated funds and gifts, not only for maintaining present programs but especially for new initiatives to succeed. In keeping with this tradition of citizen-generated recreational facilities and programs, the Recreation Board invites community support and involvement by citizens.

10.6 LIBRARY RESOURCES

East Barre Branch of the Aldrich Public Library

The East Barre Branch of the Aldrich Public Library was founded in 1910 as the East Barre WCTU Library Association. It became a branch of the Aldrich Public Library in 1982. The library is located at 135 Mill Street just beyond the junction of US Route 302 and Vt. Route 110 in the center of East Barre and is within walking distance for residents of the largest population center in Barre Town. The library is on the ground floor of a 1 1/2 story cape style house. The remainder of the building contains a rented apartment which brings revenue to support the library. The building has a wheel-chair accessible ramp.

As of spring 2008, the East Barre Branch of the Aldrich Public Library is open 10 hours per week and houses a collection of 4,900 books. Annual circulation is about 2,500, and patrons access the internet via two public computers, including a new Gateway computer with special children's programs donated by the Bill & Melinda Gates Foundation. Branch Librarian John Poeton hosts story hours for children every Tuesday at 10 and 11 am, as well as a summer reading program.

The East Barre Branch is connected to the Aldrich Library Circulation System via Follett Library Company's Destiny Software Program. Patrons can use their borrowers' card at both locations and return items to either branch. Additional services include interlibrary loan, the Vermont Online Library databases, Listen Up! downloadable books, home delivery, Federal and Vermont tax forms in season, and a public copy machine.

In May, 2008, Townspeople approved funding for the Aldrich Public Library for Fiscal Year 2009 in the amount of \$100,000 equaling the appropriation of the City of Barre. This means the library will receive \$11.15 per capita from Barre Town taxpayers, which is just over half the state average of \$20.94. The library budget for the current year is \$331,575. Library expenses are closely monitored and the very loyal staff is modestly compensated.

The voters of Barre Town also approved a special \$15,000 ballot item in May, 2008 to fund several improvements to the East Barre Branch: new roof and furnace, lead paint abatement, and exterior paint. Future needs of the East Branch Library include:

- increased municipal support to meet state average
- better employee compensation
- additional computers
- improved parking
- additional hours, especially late afternoon and evening

Aldrich Public Library

The Aldrich Public Library serves the population of Barre Town (7,602) and of Barre City (9,291). It also serves residents of surrounding communities who pay \$10 per year per family. The Main Library is open 44 hours per week and contains approximately 50,000 books. It has computer access to the internet and is staffed by 4 full-time and 6 part-time employees and more than 85 community volunteers. Funding sources for Aldrich Library are

from municipal appropriations with Barre City contributing \$90,000* or \$9.69 per capita and Barre Town contributing \$90,000* or \$11.83 per capita. The 2008 annual library budget for East Barre and the Main Library together is \$331,575. Municipal funding makes up just over half this amount and the rest comes from a modest endowment plus gifts, fundraising and donations.

* Fiscal Year 2008

10.7 CEMETERIES

There are three public cemeteries in Barre Town: Maplewood, Wilson and West Hill. There are about thirty burials per year. The public cemeteries, as presently utilized, have the capacity to continue to provide the needs of the Town for about 100 years. In addition, there are over ten acres which may also be used which are as yet undeveloped. The Town Cemetery Commission consists of five citizen appointed by the Selectboard (volunteers) who serve 5-year terms. Grounds are managed by a part-time Sexton.

The West Hill Cemetery is located in Barre Town near the intersection of Miller and Perry Roads. It is the oldest cemetery in the town whose records have been lost over the years. In 1996, residents Robert M. and Shannon M. Murphy searched the cemetery records of Barre Town and Barre City and discovered neither municipality has records of those buried. The following information is taken directly from information submitted by the Murphy's. "Review of the tombstones indicates that the earliest burials were probably in the latter part of the 18th century, with the most recent burials in the early part of the 20th century. The oldest stone is dated 1799; the most recent, 1912. " The cemetery stones have been inventoried and numbered and an all-person index has been created with the names spelled exactly as they appeared on the gravestones.

The Maplewood Cemetery is located on Farwell Street and Nichols Road on a lot of 3.63 acres of which about 2.1 acres is presently available for cemetery use. It is about one-half full (approximately 1500 burial sites).

The Wilson Cemetery, located on a 21 acre parcel on Websterville Road near Quarry Hill Road, contains about twelve acres of cemetery space of which about seven acres are occupied. There are about thirty-five burials per year.

There is another notable resting place located on Sherman Drive. The so-called "Sherman Cemetery" is the historic, family plot of Colonel Nathaniel Sherman. Some people believe he was related to Jonathan Sherman, the man who renamed the Town by winning a fist fight in 1793. Col. Sherman constructed the two brick houses located on Sherman Drive today. Buried there are:

Col. Nathaniel Sherman, Died April 8, 1869, A.E. 80 years, 10 mos. & 7 days;
Deborah H. Sherman, wife of Nathaniel, Died May 30, 1837, A.E. 44 years;
James Sherman, son of Nathaniel and Deborah, Died March 21, 1837, A.E. 5 years;
Wife of H.H. Dudley and daughter of Nathaniel and Deborah, Died Dec. 31, 1852, A.E. 29 years
David Webster, Died Jan. 21, 1853, A.E. 86 years
Nancy Webster, Died March 4, 1852, A.E. 79 years

Gould's Cemetery was recently found on Beckley Hill. There are only a few graves at the cemetery and the people and times are still unverified. Gould's Cemetery is the last cemetery found in the Town.

10.8 EDUCATIONAL FACILITIES

Introduction

Every community strives to provide sound educational systems which address the needs of every sector of the population. Planning decisions have significant impacts upon educational services as housing growth, location and type of housing fosters changing demands.

Barre Town has a modern, well-maintained K-8 facility that meets Vermont's Public School Approval (PSA) standards. Barre Town and Barre City share a common high school, Spaulding High School. Barre City, Barre Town, and Spaulding share a PK-12 superintendent and central office. The three entities make up the Barre Supervisory Union (61). Several private schools help round out the choices parents have in the education of their children.

SPAULDING UNION HIGH SCHOOL

Spaulding High School and the attached Regional Vocational Center provide secondary educational programs for Barre Town and Barre City plus a number of tuition students from surrounding towns. In the last 10 years, improvements to the school include a full size library, with computers for research, new and larger physical education facilities, enlarged musical facilities and rewiring the building for interactive TV, potential and internet access in all classrooms. In addition, a woodchip heating plant was added. The school is fully accredited and meets the Public School Approval requirements.

HIGH SCHOOL ENROLLMENT/ COST PER PUPIL

	Barre Town Student Body	Cost per Pupil
1995-96	435	\$6,413
1996-97	464	\$6,478
1997-98	473	\$6,279
1998-99	497	\$6,280
1999-00	499	\$6,204
2000-01	469	\$6,391
2001-02	487	\$7,594
2002-03	488	\$8,643
2003-04	487	\$8,610
2004-05	466	\$8,886
2005-06	453	\$8,903
2006-07	472	\$8,505
<hr/>		
Total Change		38.8%
Overall average 10 years	474	

Statistics for CPPs are reported in the annual Barre Town Report of the Town Officers in a configuration that includes changing variables. Please see reports for clarification of expenses and classes/ grades included in these figures. High School means grades 9-12 in these charts.

BARRE TOWN MIDDLE SCHOOL AND ELEMENTARY SCHOOL - Websterville

The Barre Town enrollment for the 2007-2008 school year was 931 which include 51 pre-kindergarten students. The charts below describe enrollment over the last decade. Projections for enrollment growth, as described in the 1992 version of the Town Plan, have not proven accurate. Enrollment stayed fairly stagnant from 1997 to present with a slight decrease in students. In 1997-98, Barre Town Middle School and Elementary had one hundred sixty-six more students than attended in 2006-07. In 2006 Barre Town School went to a full-day kindergarten as opposed to half-day which had been the previous practice.

 PRE-SCHOOL TO GRADE 8 ENROLLMENT/ COST PER PUPIL

	Student Body	Cost per Pupil
1996-97	1,113	\$5,689
1997-98	1,081	\$6,014
1998-99	1,116	\$6,045
1999-00	1,062	\$6,845
2000-01	1,018	\$7,509
2001-02	1,039	\$7,469
2002-03	1,022	\$8,106
2003-04	1,032	\$7,980
2004-05	988	\$8,281
2005-06	973	\$8,902
2006-07	947	\$9,144

Total Change		+61%
Overall average	1,027	

Elementary cost per pupil is for pre-school to grade 6 only, although Barre Town Elementary serves pre k - grade 8. A thorough review of Barre Town Elementary School's history, student assessment data, curriculum priorities, facility upgrades and statistics is available in each copy of the annual Report of the Town Officers.

WEBSTERVILLE CHRISTIAN SCHOOL

The Barre Town area, in addition to public school options, offers parents a private, Christian K-12 in Websterville. Websterville Christian School was established in 1977 and has a current enrollment of 170 students. The school is a recognized Independent School by the Vermont Department of Education and enjoys accreditation by Christian Schools of Vermont. Student to teacher ratio is 15-1 and has a full compliment of basic and traditional courses along with bible teaching and character training. Approximately 90% of the graduating seniors go on to college which characterizes the opportunities available through this private school alternative.

CENTRAL VERMONT CATHOLIC SCHOOL

Saint Monica's School is a fully accredited Catholic school founded in 1927. It includes preschool through grade 8. Enrollment is approximately 120 with about 30 students coming from Barre Town. The basic curriculum includes math, reading, science, language arts, English, social studies, and religion. The school also offers French and Spanish, computers, music, physical education and health. Saint Monica's is located in Barre City and provides all students with a well-rounded curriculum which includes an understanding of Roman Catholic values.

AREA COLLEGES, UNIVERSITIES & CONTINUING EDUCATION

The Town of Barre is fortunate to be located within reasonable commuting distance to colleges and universities in Central Vermont. These include Vermont College, Norwich University, Goddard College, Community College of Vermont (CCV), Vermont Technical College (VTC) and Woodbury College. In addition, Champlain, St. Michael's, UVM and CCV in Chittenden County are within 45 minutes to an hour commute distance from Barre Town. Numerous opportunities for adult education and extension courses are also available locally.

New England Culinary Institute (NECI) provides a unique two year educational program in cooking and hospitality related careers in nearby Montpelier.

Educational opportunities and school quality are, perhaps the two most significant basic services to make available to residents of a community. Real estate professionals attest to the importance most buyers attach to the reputation of local educational facilities. Whether potential property owners have school-age children or not, they acknowledge the importance of good schools in the stability of the community; the viability of taxes paid; and, salability of real property.

Town planning processes and subdivision review offer early indications of increased or decreased demand upon educational facilities. As an example, applications for an unusual number and percentage of "affordable", three bedroom housing units would be an indication that the market is moving toward young families with school age children in the near future. In another example, large subdivision applications for smaller, higher density condos - suitable to singles and couples - would suggest diminished future demand upon local school districts. Master Planning, where developers of sizable parcels of land may "phase construction", but illustrate full development in drawings and plans in the earliest submission of subdivision application, assist schools and government in planning for the future.

The Town of Barre and the school districts have yet to fully realize the advantages of coordinating and planning for impacts on the school system.

10.9 TRANSPORTATION

Highway Plan

Highways (all roads and streets) form the backbone of the transportation system in Barre Town. Proper location, design, construction and maintenance of this important public investment are essential if economic vitality, environmental preservation and quality of life are to be assured for the Town's citizens.

The Selectboard maintains an ongoing five-year highway improvement plan that contains specific projects and priorities. Since this is updated on a yearly basis, the improvement plan was not included in this Plan. Those interested in the Highway Improvement Plan should contact the Selectboard.

In 1991 the Selectboard adopted a Highway Ordinance intended: to assure new roads are built in accordance with sound engineering practices; to protect existing roads from overweight vehicles; and to clarify responsibilities for class 4 roads and trails.

Highways are classified first as urban or rural, and then into one of four functional categories: controlled access highways, arterial, collector and local. Controlled access highways and arterials are main roads whose primary purpose is the efficient movement of vehicles. Collector highways feed the arterial system, and also provide

land access to a significant degree. Local highways are primarily oriented toward land access.

Most of the roads in Barre Town fall into the local classification, but a significant number are also collectors or arterials. For example, Cummings Road and the Plainfield Brook Road are both Class II roads, but in addition, traffic counts there indicate that the roads carry high volumes of traffic to/from Plainfield. They should be reviewed in the future as collector highways needing improvements. A few of the Town highways, and all of the State highways passing through Barre Town, are classified arterials.

The Selectboard formed the Ancient Roads Committee on January 29, 2008. This committee is designed to research roads which have fallen from use 150 years ago, but legal rights for a road remains over the property. The Vermont State Legislature is trying to clear up this dilemma for towns and property owners. This committee is going to research and declare right-of-ways on all ancient roads in the Town by July 2009. These roads will be thrown-up or retained by the Town at this time.

Federal and State Highways:

Five State highways (11.48 miles total) lie within Barre Town. With the exception of the short US 2 segment, which connects to no town highway, these arterial highways are the principal means of access in and out of Barre Town. They provide the principal travel routes for inter-town trips, whether for work, shopping or entertainment. Although these highways are of great significance to the Town, maintenance and construction of them is the responsibility of the state. There are 11.48 miles of State Highways in the town. State Highways within Barre Town are illustrated on the region map in the map section of this document.

- VT RT 302, arterial highway, runs generally east and west, passing through East Barre Village. To the west, it provides a connection to Barre City and access to Berlin and Montpelier. To the east, it runs through Orange and provides access to the Connecticut River Valley and New Hampshire.
- US RT 2, an arterial, providing a link between Montpelier and St. Johnsbury, has a very short segment which passes through the northwest corner of the Town.
- VT RT 14, an arterial, runs north and south through Barre Town and Barre City. VT 14 serves as a vital link between the northern half and the southern half of Barre Town. It connects to Williamstown and points south, and in the north, it provides access to East Montpelier, where it intersects US 2.
- VT RT 63, an arterial, is better known as the South Barre Access Road and provides important linkage to Interstate route I-89 (a freeway). VT 63 is the only controlled access highway within Barre Town. Access is prohibited except at approved public highway intersections.
- VT RT 110, a collector highway, provides access to Washington south of East Barre.

Town Highways The town highway system is the network of roads that all town residents rely on for personal land access, travel to other places within the Town, convenient travel to adjacent towns and connection to the State highway system. All town highways are categorized into one or another of the following classes for the purpose of receiving highway aid:

Class 1 Highway There are no Class 1 town highways in Barre Town.

Class 2 highways are considered the most important town highways, and serve as trunk routes within the Town and between Barre Town and surrounding towns. They are generally the more heavily traveled routes in town. They have an all-weather surface, and provide links between major business and residential centers within

town. The Selectboard determines which highways are class 2, subject to approval of the State Transportation Board. There are 21.56 miles of Class 2 highways in Barre Town.

Class 3 highways are all traveled highways other than Class 1 or 2. The Selectboard, after conference with a representative of the State Transportation Board, determine which highways are Class 3. Construction and maintenance of Class 3 Town Highways is the primary responsibility of Barre Town, but state highway aid is provided to assist in the expense. There are 73.31 miles of Class 3 Town Highways in Barre Town.

Class 4 highways are all other Town highways and pent roads. The Selectboard determines which highways are Class 4. There are currently 4.92 miles of Class 4 roads in Barre Town.

Town Highway Bridges: Providing safe and adequate bridges for the highway transportation system is extremely important. Failure of a bridge can result in significant long-term inconvenience and expense for those who lose access and considerable expense for the taxpayers in repair or replacement costs. Adequate periodic maintenance of bridges is essential to avoid catastrophic or costly loss. There are 24 major bridges and culverts on Barre Town highways. Only 2 are major bridges, located in South Barre on Snowbridge Road and Bridge Street.

Town Highway System Deficiencies: Identification and prioritization of system deficiencies is necessary to guide town officials in the effective use of limited highway budgets. Top priority should be placed on projects which will preserve the existing facilities and enhance safety. Periodic inspection of roads and bridges should be carried out to determine those needs. Periodic bridge inspections by the State Agency of Transportation provide critical maintenance information on structures. These activities should continue. In addition, the Town should continue the formal pavement management system to assist in making optimal use of limited resources.

Secondary priority should be given to those projects which will relieve congestion and provide greater capacity. Identification of those needs requires careful consideration of many factors, including current system capacity, present and future growth, desired lines of travel, and sources and availability of funds, character of the area (i.e. residential neighborhoods). Several alternatives should be investigated in finding solutions to a given problem, and public input into the location and design processes should be actively solicited.

Deficiencies which are presently apparent involve the efficient movement of people from major population centers within town to the major arterial highways in the area. Most significant examples are: (1) travel between the Websterville/Graniteville area and I-89, (2) travel between the Websterville/Graniteville area and VT 14 in Barre City, and (3) travel between the Trow Hill area and US 302 in Barre City.

Another present deficiency involves travel between the northeast portion of Barre Town and US 2 in Plainfield. The proposed improvement of US 2 and VT 14 in the East Montpelier area (presently in the Agency of Transportation's construction program) could provide an attractive alternative to the present unpaved rural roads connecting these areas. The Town should support the US 2/VT 14 project and push for its early completion.

In addition to these deficiency categories, system needs may arise as a result of planned development. These needs should be carefully analyzed to ensure that the developer is assessed a fair share of the costs of needed improvements. All such improvements should be constructed to the Town's usual standards.

Recommendations for Future Improvements:

Future improvements to the Town Highway System may come about as a result of relocation or widening of existing facilities or as a result of new development. Relocation or widening should be done within existing rights-of-way whenever feasible. It should be accomplished with minimal disturbance to homes, businesses, streams, ponds, wetlands, schools and public recreational facilities and to important historic and archaeological resources. Highway

location and construction should also be accomplished in such a way as to minimize encroachment on agricultural and significant forest areas, and with minimal adverse impact on ground water, scenic trees and vistas. Conservation of resources should be a goal in all highway construction and rehabilitation. The reuse of pavement grindings for surfacing shoulders or parking lots is to be encouraged. New roadways which will eventually be taken over by the Town should adhere to the same location, design and construction standards as indicated above.

Accommodation of trucks:

It is important that adequate highways be provided to support safe and efficient truck travel because trucking is vital to the economic vitality of the Town. Therefore, it is necessary to identify those routes principally used by trucks to ensure that they are properly constructed and maintained for safe use by everyone.

Principal Truck Routes: The principal truck routes on Town highways are:

- TH1 Quarry Hill, Graniteville Road through Upper Graniteville.
- TH2 Websterville Road, (East Barre Road) Quarry Hill Rd to VT 110.
- TH3 Church Hill (Upper Websterville) Upper Websterville Rd to Graniteville Road.
- TH4 Middle Road by permit - Rock of Ages trucks with Heavy loads are principal users.
- TH5 Upper Prospect Street
- TH6 Airport Road
- TH7 Morrison Road and Bridge Street.
- TH8 Allen Street (portion)
- TH9 Miller Road

The heaviest trucking is connected with the granite industry. Those trucks use Town Highways TH1, TH2 and TH3. Freight and milk trucks to and from the Booth dairy plant use TH 6, TH 7, TH 8. Freight trucks to Bond Auto warehouse on Morrison Road, H.P. Hood, Reynolds and Sons, Inc., use TH 6, and TH 7. Truck traffic on the bridge on Bridge Street is limited. Fuel trucks and other service trucks use all highways, but they are not normally as large and heavy as the freight and stone haulers.

Accommodation of bicycles:

Bicycles provide a clean, economical and energy efficient mode of transportation. They are a primary means of transportation for young people and have more recently become an increasingly popular form of recreation and transportation for adults. The hilly terrain found in much of the Town does not encourage long, cross-town trips. Therefore, safe and convenient bicycle facilities should be provided or developed in the Town.

Bicycle traffic can be expected on nearly all, if not all, of the highways within the Town. The reason for bicycle trips ranges from commuting to recreational. The commuter rider desires the most direct route with few interruptions, whereas the recreational rider is riding for pleasure, and a specific route has less importance. Riding ability differs greatly among bicyclists. Some feel comfortable riding on a busy highway, other riders prefer to ride on a quiet street or rural road.

The planning and design of bicycle facilities whether they are improvements to existing highways, provisions included in new highways, or separate exclusive routes for bicycles need to accommodate a broad range of bicyclists.

Designating certain roadways as principal bicycle routes can be effective in discouraging bicycle traffic on

otherwise hazardous roadways. The principal routes must be generally hazard free in order to encourage the more serious rider to take a less direct route.

Separate bicycle paths are physically separated from the highway and can be either within the highway right-of-way or within a separate right-of-way. If bicycle paths are less than 5 feet from highways, physical barriers such as fences or guardrail should be considered in order to divide the two distinct facilities.

Bicycle Route Deficiencies. There is no completed bicycle route network within the Town. Most of the highways used by bicyclists do not have sufficient shoulder width to safely accommodate them. Most of those highways which do have wider shoulders do not have markings or signs delineating a preferred bike route. Another deficiency is that there is no bicycle route connecting the Trow Hill area to the Lower Websterville area.

A survey of existing railroad grade crossings and drainage grates should be conducted to identify conditions which are unsafe for bicycles.

Recommendations for Future Improvements:

1. Future improvements should begin with a needs analysis; facilities should be developed based on the results of this study, as well as accessibility to existing and future facilities in adjoining communities; routes should be located to improve accessibility to natural, scenic areas and bicycle traffic generators such as schools, parks, playgrounds, and major employment centers;

2. New roadways which are built and existing roadways which are improved should include provisions to safely accommodate bicycles. Old railroad beds and Class 4 Town Highways provide excellent opportunities for bike routes.

3. Another potential for a bike path is the use of old railroad beds and R.O.W. which run from East Barre to the elementary school.

4. Both State and Federal funds are available for construction of bike paths. Cost of long-term maintenance and overall safety of all path users should be considered during the review process of any proposed path, as well as community benefits.

5. Parking areas for vehicles should be conveniently located along bike routes to accommodate both the recreational rider and the commuter; this is an important consideration given the steep grades which separate much of the Town, as well as separating the Town from neighboring communities. Consideration should also be given to a parking area at the bottom of Richardson Road or one in the Cobble Hill area for scenic rural trips.

6. Any new bike path should be planned with consideration for additional width, signing, and striping in order to facilitate sharing the facility with pedestrians, joggers, horseback riders.

7. A bicycle path connecting the Trow Hill area to the Websterville area should be planned and constructed.

8. Adding a bicycle corridor along Route 14 using existing right-of-ways should be considered.

Accommodation of Pedestrians:

Pedestrian byways are an important and integral part of the transportation system. The construction of these facilities should be considered for the safety and convenience of pedestrian and vehicular traffic. These

byways should be provided for in those areas where the volume of traffic warrants the cost and utilization of land for them.

Sidewalks are the most formal means of delineating a byway to separate pedestrian and vehicular traffic. They are generally needed in areas of moderate to high density development. These facilities are found in a wide variety of types as to width and surface materials and should be designed in accordance with acceptable standards to satisfy traffic volumes. Sidewalk improvements should be planned at the same time that road improvements or other construction projects are planned.

Footpaths - Footpaths are informal pedestrian byways which may be utilized to move traffic between points or as nature trails and other recreational purposes. These paths generally have specific uses and are not necessarily associated with the need to separate pedestrian and vehicular traffic. Easements should be acquired or dedicated and maintained for the public use of these footpaths.

Pedestrian Deficiencies - There is areas of the Town that are deficient in providing facilities for pedestrian traffic. Areas of primary concern are South Barre along VT 14, beginning at the existing sidewalk at the intersection of Sterling Hill Road North to Barre City at Parkside Terrace and along Richardson Road from the City line northerly to the intersection of Misty Mountain Drive.

Secondary areas that should be incorporated into a study of pedestrian traffic facilities are along the through highways in East Barre, Upper Graniteville and Upper Websterville. East Barre is currently being studied for a sidewalk project on Mill Street from Rte 110 to intersection of Websterville Rd, and then along Websterville Rd to the post office.

Recommended Future Improvements:

1. Future improvements may be either in the form of reconstruction of existing transportation facilities or new development.

2. Consideration should be given to pedestrian needs, such as provision of wider, raised sidewalks, in the case of reconstruction or relocation of existing highways. The design of highway projects should include an analysis of pedestrian byway needs.

3. All new and reconstructed sidewalks should include appropriate ramps at crosswalks and side streets to allow their use by the mobility impaired.

4. New sidewalk locations being considered in 2008 are:

- a) Lower Websterville, from Barre Town School to the Town Offices; on Websterville Rd.
- b) East Barre, from Roland's Mini Mart to the intersection of Route 110; involved in the new round-about project on Rte 302.
- c) South Barre, from Sterling Hill Road to the Middle Road.

5. Potential sites for additional sidewalk projects

- a) South Barre- Barre City Line to Sterling Hill Rd
- b) Richardson Rd- Barre City side of Rte 302 to Washington County Mental Health at the top of Grandview Drive.
- c) Camp Street- Barre City Line to Lisa Drive.

Public Transportation:

Public transportation facilities in Barre Town are limited, and the terrain of the town is not conducive to many different types. The three types of most significance to town residents are discussed in the following paragraphs.

Air Transportation:

Air transportation services are available at the Edward F. Knapp State Airport in Berlin and the Burlington International Airport in South Burlington. Access to the latter is attained primarily by Interstate I-89, which residents may easily get to via VT RT 63 & 62, the South Barre Access Road. Access to the E. F. Knapp Airport is gained most directly by use of Airport Road (TH 6) and Morrison Road (TH 7). Timely and adequate maintenance of these two routes is very important for a large number of Barre Town residents for airport access and for access to the hospital and shopping mall in Berlin. A twenty year plan for the airport was recently completed. It includes provisions for major improvements and expansion in the future.

Rail Transportation:

Passenger transportation via Amtrak is available to town residents in nearby Montpelier. This rail access provides service south to the eastern U.S. seaboard and north to St. Albans. Passenger service within the town itself is not considered feasible at this time. However, passenger service into South Barre should be considered if rail commuter service between Barre City and Montpelier is ever instituted. Terrain considerations make such service to other parts of town difficult and unlikely.

Rail freight service is presently available via the New England Central Railroad to the Websterville and Graniteville areas. Use of those facilities for hauling granite, other heavy industrial products into Barre City and beyond has the potential to relieve the town highway system of much wear and tear. Continued and expanded use of such facilities should be encouraged. Industrial growth should be encouraged primarily in those areas currently served by or close to rail transportation. The expansion area of the Wilson Industrial Park should be reviewed for its access to a rail depot.

Bus Transportation:

Bus transportation for Barre Town Middle School and Elementary School students is currently provided at Town expense. This service benefits the Town in several ways. It provides a safe and dependable way to pick up and transport children to school; it is more economical than transportation of children by private automobile, and it reduces the amount of traffic congestion and air pollution which would result from private automobile transportation.

Commercial bus transportation services are provided locally by GMTA (Green Mountain Transportation Authority) and other privately owned bus/van companies.

One major issue regarding transportation is energy conservation. Although most production, sales purchase and use of energy products is outside the jurisdiction of a municipality, there are some things that a community can do to plan rather than to simply react to a each energy related crisis. This section of the Plan is intended to evaluate the current situation in Barre Town regarding energy and to promote energy efficiency.

Commuter Services:

The State of Vermont currently operates several commuter or ride share parking lots in the area. There is

one such lot located along South Barre Road (Rte 14) in South Barre near Rte. 63.

The Green Mountain Transportation Authority currently operates a ride share pool and a wheels program for seniors. These types of programs greatly increase the mobility of Barre Town residents who are limited in their personal resources or access to family vehicles. The GMTA should be encouraged to continue its services and if possible expand them in the future as funding becomes available.

Other Transportation Proposals:

The Town may also wish to look into the following:

1. Congestion reduction by:
 - a. re-routing Barre Town traffic to by-pass congestion in the downtown commercial centers of Barre City;
 - b. working with Barre City on remedies to congestion/traffic issues;
2. Study functional efficiency of highways; adopt "total picture" approach to road improvements and planning (i.e. add to subdivision regulations) as well as quality/materials standards;
3. "Flex-time" – staggered work hours at granite manufacturing facilities and Industrial Park businesses to reduce peak hour congestion;
4. Study and lay-out possible alternatives routes and added connector roads;
5. Address extraction of gravel by Town (cf. natural resources plan);
6. Specific intersections and roads which need improvements to improve traffic flow/safety and efficiency;
7. Beckley Hill/Route 302
8. Quarry Hill Road/Quarry Street Intersection at South Main Street (RTE 14);
9. Cobble Hill/Route 302 & RTE 110 intersection;
10. Traffic Safety;
11. Traffic Safety Committee is a resource for the Planning Commission, etc.;
12. Add Traffic Safety Committee review requirements to Subdivision Regulations;
 - a. Include a review of engineered traffic and warrants for signals
13. Developers putting in new roads should continue to pay for stop, speed limit and street signs and traffic signals as warranted. This should be required as a condition to subdivision approval.
14. Developers putting in new curb cuts from driveways should utilize shared driveways design whenever possible to eliminate curb-cuts off the roadways.

10.10 SOLID WASTE

Town residents generated 3,307 tons of solid waste (not including recyclables) in fiscal year 2005-2006². To manage this volume of trash, the Town is a member of the CVSWMD (Central Vermont Solid Waste Management District), which is responsible for planning solid waste disposal and for ensuring that residents and businesses recycle selected waste materials.

In 1997 the Town provided the CVSWMD with about two acres of land accessible from Pitman Road in the Wilson Industrial Park. The CVSWMD set up the Wilson Trash Drop-Off and Recycling Depot. Town residents now have three major options for trash disposal: (1) take trash to the Wilson Depot on Tuesdays, Thursdays or Saturdays; (2) subscribe to a curb-side collection service from one of several haulers; (3) take trash to a garbage truck at one of many collection points, usually on a Saturday. Recycling must be provided wherever trash is collected. Additional items such as tires and appliances are accepted the Wilson Depot for a fee.

² Source: CVSWMD – based on district-wide average per capita average

CVSWD also provides collection of household hazardous materials 2-3 times per year for a fee.

The Town augments the CVSWMD and private sector services with its own solid waste services. Twice per year the Town affords residents an opportunity to dispose of bulky trash items. In 1997, the Town started a lawn waste drop-off and composting site on Holden Road. The site was further developed in 1998 again in 2005. Residents may drop off grass clippings, leaves, tree branches, and hedge clippings. The grass and leaves are composted. The branches are chipped. These materials are available free to residents. The Holden Road site is currently open two to three days per week (sometimes more) and is staff by volunteers to help control illegal dumping. A Christmas tree collection is offered as well; the trees are mulched at this site for use by residents.

Barre Town participates in Vermont's Green Up Day. From time to time, residents or groups clean up illegal dump sites and/or Adopt-A-Sites. CVRSWD generally takes waste (i.e. tires) from Adopt-A-sites for free and participates in Green Up Day for those sites. They also supply signs for Adopt-A-Sites. The Town may offer general assistance and pay for disposal costs.

The Town should:

- Continue participating in regional approaches to solid waste management;
- As long as necessary, offer the bulk trash collection services;
- Enhance the lawn waste drop-off site to serve the growing suburban population;
- Consider offering disposal services for other types of items/materials as the need arises;
- Continue keeping roadsides clean and cleaning up illegal dumpsites with volunteers or Town Employees.

10.10A SOLID WASTE FACILITY

A solid waste facility may be permitted as a conditional use in Agricultural-Rural Residential C zones (or similar large lot residential zoning districts, except the Conservation zone) or in Industrial zoning districts provided the facilities are constructed, maintained, and operated so as not to unduly impair the public health, safety, welfare, or the natural environment. The solid waste facility may be permitted as a conditional use and may be recertified to continue operating only if it is in compliance with all State and local regulations. The term *facility*, for this paragraph and those that follow, includes landfills, waste incinerators, waste composters, waste processors, waste collection, storage, and transfer stations. The term *solid waste* is defined in 10 V.S.A., Section 6602.

The first permit for a solid waste facility shall not be issued and a finding of conformance with this Plan under 10 V.S.A., Section 6605 (c) shall not be declared when the area of operation and/or ingress or egress is within 2500' of:

- One or more residence;
- A food processing facility;
- A licensed or registered daycare;
- Schools;
- Health care facilities;
- Publicly or privately-owned outdoor recreation facilities.

A solid waste facility shall not be permitted when its disturbed (graded, excavated, filled, improved, built-on) land is within 300' of environmentally sensitive areas. A permit or finding of conformance for a re-certification of a previously-permitted facility shall not be denied solely because after the original permit one of the facilities,

land uses, or businesses listed above is sited in the setbacks listed above.

Before a finding of conformance with this Plan under 10 V.S.A., Section 6605 (c) is issued, the applicant must: 1) obtain all required approvals or permits from the town; 2) pay up-front all of the town's projected cost (if any) for hiring a qualified public health professional who will conduct a health risk assessment; 3) pay up-front all of the Town's projected cost for constructing services (if any) necessary to evaluate the application and impacts caused by the facility; and 4) negotiate and sign a host town agreement (negotiations cannot be concluded before all town permits are issued).

The host town agreement shall address, but is not limited to, provisions for:

- Funding of the costs associated with Barre Town hiring an appraiser to determine real property depreciation related to the development and operation of the facility;
- Compensating impacted property owners for the full amount of property devaluation resulting from the proposed facility;
- Paying annual impact fees to cover any increased cost for infrastructure development and maintenance;
- Paying Barre Town a per ton tip or processing fee surcharge for solid waste received at the facility;
- Protecting prime agricultural land elsewhere in Barre Town as off-site mitigation for prime agricultural lands impacted by the facility's development. This protection may be accomplished by either outright purchase of similar agricultural value land not already protected or through the procurement of a conservation easement on land of similar agricultural value.
- Granting rights of entry to town officials for the purposes of inspecting the facility for compliance with town and any other facility permits;
- Establishing aesthetic buffers to minimize off-site visual impacts from residences or public highways that are within 1500' of the facility and have a clear view of the facility;
- Mitigating conditions predicted by the health risk management.
- Ensuring the facility operator, for as long as potential for public impact exists, will be responsible for, including financially post closure requirements such as monitoring, testing, repairs, replacements, and mitigation.

10.11 HOLDEN ROAD WASTE DISPOSAL SITE

The Town of Barre owns a parcel of land on Holden Road which is manned two to three days per week for a few hours a day for citizens to come and dispose of the Lawn Waste. This is a service the Town extends to the citizens of Barre to prevent illegal dumping and ensure proper disposal of the waste.

11.1 ENERGY

Energy Resources

Electricity, fuel oil, diesel fuel, gasoline, and propane are the major sources of energy used in Barre Town. Wood and solar energy are utilized to a lesser degree. With the exception of firewood, there are no energy resources produced within the borders of Barre Town. Most of the electricity in the Town is supplied by Green Mountain Power Corporation. Some areas are supplied by Washington Electric Coop. Wind and water energy sources are other sources which are yet to be utilized as renewable energy.

Energy Needs

Energy is a vital resource for the community. It is essential for economic stability and housing needs. A diverse energy supply will help to ensure a viable future for the community. Barre Town's dependence, along with the rest of the northeastern United States, on imported energy sources makes the community susceptible to outside forces as the price of energy fluctuates with world events.

Energy Opportunities

Most of the opportunities for energy savings are within the confines of the private sector in homes and commercial and industrial properties. However, there are a few opportunities for the municipality to save energy as well. They include the following:

- Encourage cluster housing and neighborhood commercial services along established transportation routes;
- Encourage the development of pedestrian and bike paths and park and ride facilities throughout town;
- Promote public transportation and ride-sharing;
- Promote the use of energy efficient street lights in the community;
- Purchase the most energy efficient or alternative powered vehicles that will, at the same time, perform the necessary functions of the particular department.

Recommendations:

- Municipal officials should ensure that the town building codes provide for maximum energy efficiency and that the Vermont Residential Energy Standards are incorporated into all new housing and zoning permits.
- Revise Zoning Bylaws and Subdivision Regulations to encourage Planned Residential Developments for subdivisions of four or more parcels. Clustered housing reduces the need for extended roads, sewer and water lines and strengthens residential neighborhoods.
- The Town should encourage the use of the Energy Efficient Mortgage Program which supplies additional funds to home owners to implement energy efficiency improvements and to encourage use of the CVCAC Weatherization Program for eligible residents;
- The Town should encourage developers to design subdivisions for appropriate solar orientation.
- Selectboard should create an Efficiency Committee comprised of Town citizens and officials to explore ways to make the Town government operations more efficient in the use of energy.

12. HOUSING

12.1 BASIS AND OBJECTIVES FOR HOUSING PLAN

Vermont law requires that municipal plans include a housing element with a recommended program for addressing low and moderate income persons' housing needs as identified by the regional planning commission, 24 VSA § 4382 (a) (10). This plan is based on needs identified by a housing planning study in Barre Town in 1989 and 1990.

Barre Town supports and recognizes the need for affordable housing, consistent with Title 24 of Vermont Statutes Annotated, Section §4302 (c) which states the following:

"(11) To ensure the availability of safe and affordable housing for all Vermonters.

(A) Housing should be encouraged to meet the needs of a diversity of social and income groups in each Vermont community, particularly for those citizens of low and moderate income.

(B) New and rehabilitated housing should be safe, sanitary, located conveniently to employment and commercial centers and coordinated with the provision of necessary public facilities and utilities.

(C) Sites for multi-family and manufactured housing should be readily available in locations similar to those generally used for single-family conventional dwellings."

Various objectives related to housing appeared in the goals of the 1985 Town Plan. They included: encourage urban growth to take place in clusters; promote sound development practices; and promote safe and sanitary houses for all residents within an environment that is visually attractive. Other related objectives included conserving natural resources by providing for public recreation areas; encouraging traffic safety; and attracting business/employment for economic stability. This plan seeks to carry forward and expand upon these goals and objectives.

The factors affecting housing availability to all income groups in Barre Town go beyond the costs of buildings and land. They include job creation, access to services, community spending on adequate infrastructure, and the viability (and desirability) of Barre Town's neighborhoods as places to live.

12.2 AFFORDABLE HOUSING

The Vermont State Housing Authority Homeownership program and other organizations partner to make homeownership a reality for low and moderate-income families. The State offers up to 50% density bonuses as incentives for affordable housing development. An affordable development means a housing development of which at least 50% of the units are affordable housing units. As defined by the US Department of Housing and Urban Development, "Affordable housing units means housing owned by its inhabitants, whose gross annual household income does not exceed 80% of the state median household income, or housing that is rental whose gross annual household income does not exceed 65% of the state median income."

12.3 AVAILABLE HOUSING

While zoning permits for new construction of homes have leveled off since, new homes have remained fairly constant and home additions have decreased.

Zoning Permits Issued - Barre Town 2002-2006					
	06-'07	05-'06	04-'05	03-'04	03-'02
Dwellings	35	43	54	40	45
(Includes all homes)					
Home Additions	17	28	28	21	24
Totals	52	71	82	61	73

Subdivision activity has remained steady since 2002. The overall activity in housing development remains strong, while other parts of the country have recently undergone a decline.

Subdivisions Approved Barre Town 2002-2006					
	06-'07	05-'06	04-'05	03-'04	03-'02
Subdivision request approved	15	17	18	17	13
New Lots created	36	40	21	31	55
Average # of Lots	2.4	2.4	1.2	1.8	4.2

The 2000 census reported that Barre Town had 3,046 housing units with an occupancy rate average of 95.81%. This correlated with an average household size in 2000 of 2.57 persons per occupied unit.

A trend toward Planned Unit Development (PUD) in housing subdivision and reservation of open space for some subdivisions which are not PUD requests has been evident in applications during the last two years. This preference for green space allocations is a major contribution to community planning for Barre Town. PUD criteria should be incorporated into Town Zoning Regulations and Subdivision Regulations for all subdivisions of four or more parcels.

12.4 COMMUNITY INVOLVEMENT AND INFORMATION ON HOUSING

Many of the resources needed to insure housing opportunities and a quality neighborhood environment for all citizens will have to be found in Barre Town itself. Federal and state housing funds are not enough to meet the needs of communities throughout Vermont and the rest of the country. To accomplish realistic goals in an effective housing plan, the Town must recognize that this is a problem affecting all residents, and work together. Enhanced community understanding is needed to dispel misconceptions that "affordable housing" means only low-income trailer parks, or that inability to afford decent housing is an individual failing instead of a problem calling for community attention.

Given Vermont's emphasis on public participation in planning decisions, an informed public is essential to meaningful discussion of this complex issue. Negative reactions can be so strong that momentum can be stopped unless grassroots "pro-action" leads people to get involved at the local level. Education can help Town residents to be more open to different ideas such as infill development in existing neighborhoods, changes to existing Town ordinances, and public/private partnerships with the Town taking an active lead. ("Public information and referral" was strongly favored by survey respondents as a means to address substandard housing.) These efforts have a far greater chance of success than relying on federal assistance alone.

12.5 HOUSING REHABILITATION

Since 1992, Barre Town has been committed to affordable housing Rehabilitation through the use of Vermont Community Development Program (VCDDP) funds. The Town established a Citizen's Housing Advisory Committee to oversee a program of housing rehabilitation loans designed to assist homeowners in making needed repairs and improvements to their properties.

This program has been very successful in achieving its goals, but the fund has been significantly depleted due to its success and design. As a result, the focus of the program (hoping to utilize the remaining funds, benefiting as many Town residents as possible) has changed.

These funds, no longer under the same Federal guidelines, can be used at the discretion of the Town of Barre. The Town, committed to assisting Town residents when possible, has merged funds from another housing grant (The Plainfield Consortium) and the first loan payment income of the Vermont Food Bank Community Development Grant. This makes more funds available for housing rehabilitation requests.

In the fall of 2003, the Town of Barre and Central Vermont Community Land Trust (CVCLT) entered into an agreement whereby CVCLT will handle loaning Town of Barre housing rehabilitation money. CVCLT takes all applications for loans, processes them, makes decisions on them, and provides the money and the follow-up. This has been a good cooperative effort as it helps CVCLT meet some of the demands they come across through other programs they handle and helps the Town distribute this money without the extra strain on staff to manage it.

A member of the Citizen Housing Advisory Committee was appointed by the Selectboard to sit on CVCLT's Loan Committee. CVCLT amended their policies to allow this to happen and to ensure program compliance we should always have at least one member on the board.

Dilapidated and Unsafe Structures:

Housing quality is a concern to the community of Barre Town. All dwellings and buildings for human habitation should meet or exceed minimal state and local standards for health, safety and habitability. Zoning Bylaws and Subdivision Regulations should be revised to include safe housing codes for old and new structures. Revised Zoning Bylaws and Subdivision Regulations that include safe housing standards and/or codes will ensure that dilapidated or unsafe structures will be renovated to meet current standards for health and safety or be torn down. Additionally, the Town shall review, using the conditional use criteria, and approve all interior and exterior renovations for all structures deemed dilapidated or unsafe by the Zoning Administrator.

Housing Goal and Recommendations:

The Town still supports the findings of the 1990 Affordable Housing Needs study and encourages the development of safe and affordable housing so that residents of all income and social backgrounds have access to safe and affordable housing.

Recommendations to alleviate affordable housing:

- Encourage clustered housing units as an economical way to reduce infrastructure and land costs, thereby promoting affordability;
- Pursue state/federal planning funds to help the Town collect current data for affordable housing development and to assess the impact of such a project upon the Town's schools, infrastructure, and

services;

- Fund the Town's existing housing rehabilitation program with additional monies to assist low income families;
- Pursue housing funds, in conjunction with developers, to provide assistance in financing affordable housing development;
- Promote the development of housing for the elderly.

The Housing Plan should be read in conjunction with the Community Development Plan adopted by the Town Selectboard in January 1991.

13. ECONOMIC DEVELOPMENT

13.1 ECONOMIC DEVELOPMENT PLAN

Introduction

Planning for economic viability is basic to a communities' ability to thrive and serve social goals for its population. The extent to which a local area distributes the tax base between business and residential property owners; creates and sustains local employment opportunities; and, minimizes the characteristics of a primarily "bedroom" community (a residential area in which the population sleeps, but does not find employment or concentrate its commerce) determines its stability, longevity and quality of life. It is Barre Town's goal to be self-sustaining through balanced, opportunity-based, economic development planning and implementation.

The mission of the Barre Town Economic Plan is as follows:

- To create jobs to keep pace with the employment needs of town residents and the Central Vermont labor market
- To reduce the Town's reliance on its residential tax base
- To strengthen and diversify the local economy by actively supporting the growth of target businesses

Target Businesses:

- Existing and new businesses
- Businesses that pay at or above the area median wage
- Businesses that is responsive to community interests
- Primary income generators (those that create other business opportunities)
- Businesses that support existing Barre Town businesses
- Businesses that use existing Town resources

Objectives of Program:

- Improve the Town's median per capita and household income in relation to the state and county medians (Barre Town is currently higher than both of these medians)
- Contribute an average of 70 new jobs per year to the Central Vermont economy
- Assist in the development of 10 new start up and/or self employed based businesses per year which are either non-granite related or represent market diversification in the granite industry
- Create an average of one new job per present employer every two years

13.2 ECONOMIC DEVELOPMENT INITIATIVES, PRESENT AND FUTURE

- Any discussion of economic base in Barre Town must include consideration of the City of Barre's attributes and characteristics. Although the two are independent governments, their populations live with a substantial degree of interdependence regarding education, infrastructure services, commerce, and housing. Barre Area Development Corporation (BADC) is a non-profit economic development association formed between Barre City and Barre Town to acknowledge and build-upon this mutual, undeniable, historical interdependence.

- The Economic Development Revolving Loan Fund provides Barre Town residents with small business loans for "start-up" or expansion. These loans are being administered for nineteen Central Vermont communities by Community Capital of Vermont, Barre VT 802-479-0167.
- A special purpose Grant of \$333,333 awarded by Senator Patrick Leahy's office, has, and continues to make, loans to applicants in Central Vermont. Assistance in developing a business plan is also available to borrowers. If you are interested in taking a business loan, but think you are not able to qualify for a conventional bank loan, this may be the perfect program for you.
- In 1997, the sewer lines for the Wilson Industrial Park were completed. Barre Town's Phase 1 Wilson Industrial Park has attracted the following diversity of business/employers to date:

Vt. Butter & Cheese (expanded in 2004 after being awarded a Community Development Block Grant)
 Highland Sugarworks
 Distributed Energy Systems (formerly Bombardier building)
 Maine Drilling & Blasting
 Schwan's Sales Enterprises
 Adam's Granite (former Rock of Ages/Lawson Granite building)
 Poulin Aluminum
 CV Solid Waste District Recycling Center
 Spruce Mountain Custom Sandblast, Inc.
 Town of Barre Municipal Highway Maintenance Garage (former Adams Granite building)
 Vermont Christian Radio, Inc. (radio transmitter)

- Phase 2 construction of the Industrial Park began in 1999 with the construction of a short section of Parker Road. To date, four businesses have located in this section. They include:

The Vermont Foodbank (after receiving a Community Development Block Grant)
 Hillside Granite
 Bushy Enterprises
 Cabot Cheese (located in the incubator building, a 40,000 sq. ft. building which was constructed in 2000 as a result of a \$250,000 voter approved bond and federal grant)

Barre Town relates to tourists with its seasonal changes and pastoral beauty. It also has much to offer in terms of the tours of Rock of Ages, local cemeteries' adornments of truly exceptional granite sculpture, headstones, and local history. To underestimate these interests would be to under serve the visitors to Central Vermont. Economic development is often – simply – awareness of how to offer visitors an areas' best hospitality.

13.3 ECONOMIC DEVELOPMENT CRITERIA

The following criteria will be used to guide decision making in the course of implementing the Economic Development Plan:

- Industrial/commercial growth should occur to conform to the Town Plan and should avoid high density residential areas and back roads
- Development efforts in the Town should focus on net new jobs and value added to the economy rather than transfers of jobs from other Central Vermont communities

- Development should complement existing industries without concentrating the industrial base in only one or a few industries
- Development should produce a net benefit to the Town in terms of tax dollars and jobs compared to new demands on Town services
- Development should occur at a measured pace that does not overwhelm the Town's resource of land, labor and services

The Economic Development Plan should be read in conjunction with the Community Development Plan adopted by the Town Selectmen, January 1991.

13.4 MUNICIPAL TAX STABILIZATION

The Town has an Industrial and Commercial Tax Stabilization Policy. This policy is intended to insure that the community subsidy of tax stabilization will result in a public benefit. The policy outlines detailed criteria and eligibility standards. The process outlined in the policy allows the selectmen to evaluate each tax stabilization request in a fair and equitable manner. New Municipal taxes can only be assessed on new construction and renovations which increase tax values.

13.5 GROWTH CENTERS

Barre Town has six "Primary Growth Center" designations in several areas around Town. A Primary Growth Center designation had to allow mixed uses in the area, it was an area of Town identified for intense development, it had to promote concentrated development patterns, it had to have public infrastructure to support the intense development, it needed to identify several modes of transportation, i.e. roads, bike paths, pedestrian facilities, etc., and it was an area that identified its natural resources for protection.

The 1993 Central Vermont Regional Plan defines growth center as follows:

"The growth center concept, as used in this Plan, is intended to encourage communities to have concentrated development and growth patterns that maintain and enhance existing centers and create the opportunity and incentive for new or expanded centers by maximizing efficient infrastructure investment. Growth center is not a quantitative term, but rather a qualitative one; nor is it fixed in time. As such, it may apply to a proposed clustered rural residential subdivision, a major industrial park or to an existing major city. The growth center concept is not intended to prohibit new growth or the development of rural areas, but instead to promote concentrated growth where it will have the least adverse impact on the social, political, and natural environments."

The 2003 Central Vermont Regional Plan identifies the following policies, in part, under goal 3 of the Land Use Section.

Goal: The region should encourage innovative planning, design and construction which minimizes the cost, energy consumption and environment impact of housing.

Policies:

1. Promote designation of growth centers for housing and associated infrastructure.
2. Urge the State to provide incentives to facilitate appropriate infrastructure for growth centers.
3. Promote new mechanisms for individuals and public and private sector providers of affordable housing development at both the project and individual level (e.g.: owner sweat-equity, cooperative building projects,

community land trusts, shared housing, low-cost building techniques, alternative septic management systems, and any other environmentally sound and cost effective means and methods that support the house needs of the Central Vermont population).

Primary Growth Center designations can be utilized in Act 250 reviews of regionally significant projects. For example, projects could receive some favorable consideration from the CVRPC and Act 250 if it is located in a Primary Growth Center Designation. The designation could also be important to federal/state funding of projects located in growth center areas. *The 1998 Central Vermont Regional Plan* should be read in conjunction with this Town Plan.

Barre Town's six Primary Growth Centers are as follows:

1. A small area between Osborne Road, Honey Brook and Sierra Lavin Road.
2. The area beginning at the intersection of Graniteville Road and Websterville Road and encompassing most of the areas along Websterville Road, Church Hill Road, and Websterville.
3. East Barre village.
4. Lower Graniteville.
5. Upper Graniteville.
6. Richardson Road.

13.6 AVERAGE WAGES

Central Vermont has accomplished much, since 1995, in regard to its goal to bring the county average wages up to nationwide averages. The 2004 data shows Central Vermont is above or just below the average of all employees in the entirety of the rest of the United States. Labor force composition, cost, skills, reliability and availability weigh heavily in decision making for corporations seeking new locations. The chart below shows evidence of a strong economy with annual average wages increasing across the board.

The following chart illustrates annual average wages for 1995 and 2004, as compared to statewide, New England and U.S. statistics. Source: Vt. Dept. of Employment & Training

Average Wages		
	1995	2004
Washington County	\$23,787	\$45,738
Orange County	\$20,622	\$43,333
Chittenden County	\$28,570	\$52,843
Vermont	\$23,582	\$44,584
New Hampshire	\$26,602	\$53,377
Massachusetts	\$32,352	\$53,657
Connecticut	\$35,127	\$56,617
<hr/>		
New England	\$30,977	\$49,324
United States	\$27,845	\$44,334

The Town of Barre has a variety of tools to use in establishing a program to implement the goals and objectives in this Plan. In particular, the Town has the Zoning Bylaw, Subdivision regulations, the Town budget, its citizen commissions, boards, and committees, public education and sewage allocation fees. The purpose of the Vermont Municipal and Regional Planning and Development Act, T.24, Ch. 117, from which the Town draws its authority to implement the goals of this Plan, states the General Purposes as follows:

“It is the intent and purpose of this chapter to encourage the appropriate development of all lands in this state by the action of its constituent municipalities and regions, with the aid and assistance of the state, in a manner which will promote the public health, safety against fire, floods, explosions and other dangers; to promote prosperity, comfort, access to adequate light and air, convenience, efficiency, economy and general welfare; to enable the mitigation of the burden of property taxes of agricultural, forest and other open lands; to encourage appropriate architectural design; to encourage the development of renewable resources; to protect residential, agricultural and other areas from undue concentrations of population and overcrowding of land and buildings, from traffic congestion, from inadequate parking and the invasion of through traffic, and from the loss of peace, quiet and privacy; to facilitate the growth of villages, towns and cities and of their communities and neighborhoods so as to create an optimum environment, with good civic design; to encourage development of a rich cultural environment and to foster the arts; and to provide the means and methods for the municipalities and regions of this state to plan for the prevention, minimization and future elimination of such land development problems as may presently exist or which may be foreseen and to implement those plans when and where appropriate.”

This Plan is intended to carry out the General Purposes of the Planning and Development Act and should be implemented in conjunction with T.24, Chapter 117 in its entirety.

Some of the regulations need revision as follows:

1. Subdivision Regulations
2. Zoning Bylaws
3. Zoning Districts Map

Subdivision Regulation-Recommended Revisions:

A. Planned Unit Developments (PUD) are intended to encourage developers to cluster housing in one part of a large parcel of land, leaving the balance in common or as open land, as a way to preserve its natural and scenic qualities. The provisions of the Town’s PUD regulations, particularly those for lot size or density of housing should be relaxed in a revised PUD regulation, as an incentive for developments to be designed for efficient use of municipal services and preservation of open spaces. PUD should include areas for mixed uses, including residential and commercial uses, shared utilities such as sewer, power, water services, recreation, pedestrian and transportation facilities. PUD regulations can help the Town: 1) create new communities that are less dependent on automobiles; 2) preserve natural resources and open land 3) avoid sprawl.

A trend toward open space has been apparent all development.

B. Landscaping plans and greenbelts shall be included in all plans for subdivision, conditional use and site plan, for existing properties or new projects. Landscaping and greenbelts contribute aesthetic beauty and favorably impacts the scenery and character of the neighborhood and Vermont.

Zoning Bylaw-recommended revisions:

A. Should state the purposes of each type of Zoning District, i.e. the purpose of the Conservation District are to protect the natural resources.

B. May include safe housing standards and/or building codes for all existing and new structures. Additionally, it is recommended that specific standards and/or building codes be included which insures the safe reconstruction of dilapidated, unsafe or uninhabitable structures. Codes and/or standards are a way to upgrade substandard buildings and to ensure adequate and safe construction of new buildings.

C. May require landscaping plans and greenbelts in all plans for subdivision, conditional use and site plan, for existing properties or new projects. Landscaping and greenbelts contribute aesthetic beauty and favorably impacts the scenery and character of the neighborhood and Vermont.

D. PUD criteria should be incorporated into Town Zoning Bylaws and Subdivision Regulations for all subdivisions of four or more parcels.

E. Because clear definitions are vital to zoning interpretation, the definition of "commencement of construction" should be clarified.

F. Filling of land affects floodplains, wetland natural resources, topographic drainage patterns and other important existing uses of land. It is recommended that land filling be defined, reviewed and approved by the Planning Commission, prior to the start of any fill project. Existing and finished grades should be detailed, significant natural features should be identified and erosion control measures established on a site plan for review and approval by the Planning Commission.

G. The expiration of permits should be established if construction has not begun within specified time frames.

H. Explore the creation of a Development Review Board (DRB) to streamline the permit process and provide the Planning Commission the freedom to plan.

15. DAYCARE

Day care facilities are regulated by the Vermont Department of Social and Rehabilitation Services. All day cares operating outside of a private home that care for not more than six pre-school aged children from two or more families, in addition to not more than four school age children for four or less hours each day, must be registered with the state. Presently the Town does not require home daycares to file with the Town. However, daycare serving more than six children should be subject to site plan review. Home daycares serving less than six children should be exempt from site plan review. It is unknown how many in home daycares are in the Town.

The Town currently has a number of State licensed daycares. These daycares are run outside of a private home and are allowed to provide services to a large number of children in varying ages. The State has stringent regulations and does periodic inspections of daycare(s) and the building(s) it is shelter in.

The Town is not involved in providing daycare to local residents. No change in this policy is anticipated, although changing demographics show there are more one parent households; as well as two working-parent households than in years past. The Town is aware of the growing need for affordable and adequate daycare in the Town. The Town encourages citizens to have in-home daycares by not placing any local regulatory process for such facilities which follows the state guide lines.

CONCLUSION

The recommended changes to existing regulations will go far in implementing the provisions of this Plan, if they are researched thoroughly and done quickly. Planning is a continual process. As part of the process, this Plan can be amended to meet the changing needs of the Town and its citizens. At least every five years, this Municipal Plan must be updated to reflect the trends and future needs of the Town. Active citizen participation is encouraged and sought in the Town's planning process. We encourage you to get involved in your community.

16. MAPS

The maps following herein are a colorized condensed version of the maps that were included in the 1999 Plan. However, not all the same maps from 1999 are included in this version. The Central Vermont Regional Planning Commission provided the maps in a GIS format. The colored maps should be easier to read. These maps have had minor updates made to them such as legend revisions, project updates, map renumbering, road name changes, etc. The maps will be adopted with this Town Plan.

The maps in the plan are intended to guide homeowners, developers, and public officials in land use development. Many other maps are available either through the town offices, regional planning, or other state and private entities.