

BRIGHTON TOWN PLAN

*Adopted by the Brighton Planning Commission
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INTRODUCTION

The Town of Brighton is a vibrant and resilient community with residents and leaders actively working to improve its future. The town has a rich and unique history grounded in the Vermont doctrine of freedom and unity. Our past has been one based in natural resource use that has left a legacy that is visible in our landscape and continues to influence the character of our community. While we are indebted to our past, the Town's recent history has been one of transition. The changes that have affected our town mirror those influencing our region and much of the state.

The local economy is no longer heavily reliant on manufacturing or railroads, yet it remains based on natural resources. Today, outdoor recreation and an enviable quality of life in a forested environment are more important. The town has transformed itself from a timber and rail town into a seasonal vacation destination. This transformation has not been without costs to tranquility, to the landscape and to the insular nature of the community. Brighton has managed, however, to retain many of the best elements of its past and merge them with a modern economy driven by tourism, technology, accessibility, and a respect for its natural and social heritage.

Funding for the Brighton Town Plan was made possible by a State of Vermont Municipal Planning Grant in the amount of \$13,690. The *Municipal Planning Grant Program* is administered by the Vermont Department of Housing and Community Affairs.

The Brighton Town Plan, a living, working document, is intended to function as a reference tool. The plan documents community desires gathered through a survey, community meetings, and the views of residents serving on locally elected bodies. The town plan presents existing conditions and lays out goals and objectives for Brighton's future development. These goals and objectives should be used by local leaders, residents, and landowners as a guide for making land use decisions. As circumstances change, so will the needs and opportunities of the community. Therefore, the plan should be reviewed on a regular basis.

GENERAL DESCRIPTION

Brighton is a small, picturesque town in rural Essex County, Vermont. Within Brighton, the unincorporated village of Island Pond serves the community and economic center, as it has throughout Brighton's history. Situated halfway between Portland, Maine and Montreal, Quebec, Brighton was once a thriving railroad town. The village of Island Pond is situated along the shores of the similarly named 600-acre lake with a 22-acre island. The town lies approximately sixteen miles south of the Canadian border and 23 miles southeast of the City of Newport, Vermont. Surrounding Brighton are towns and unorganized towns of similar shape and size: Morgan, Warren Gore, and Avery's Gore to the north; Lewis and Ferdinand to the east, Newark to the south, and Westmore and Charleston to the west.

HISTORY

While town plans are focused on the future, a reflection and consideration of the past can be crucial to a town's sense of identity. The history of Brighton is a rich one, and offers the town many opportunities to establish strong and lasting connections between local and outside interests.

Few settlers came to the northern Essex County area until after the Revolutionary War had been fought and won, coming slowly at first. The first settlers arrived from Rhode Island, Connecticut, and Massachusetts, beginning in the 1780s. Colonel Joseph Nightingale and sixty-five others purchased the township formerly named Gilead in 1781. The group chose the unusual name, Random, for the township owing its coinage to the site's original purchase as a random land tract from the state of Vermont. The residents later renamed the largest lake in the area, originally named Knowlton Lake, to Island Pond (from the Abenaki word *Menanbawk* which literally translates to island pond) which also became the name of the village. In 1832, the town residents changed the name Random to its current name of Brighton. In March of the same year, Brighton was formally organized.

The town grew slowly over the first half of the 19th Century, most likely attributable to the relative isolation of the township in a rugged, and often harsh, environment. Travel was difficult, often limited to sleds and snowshoes through the long winter season. Early water supplies flowed from springs atop Bluff Mountain, and were distributed through town by its own pressure. The town's first post office did not appear until 1849, providing further evidence of Brighton's remote character and slow growth. In 1850, the town had 193 residents, but just a few years later Brighton experienced its first large growth period. The Atlantic & St. Lawrence Railroad began traveling through Brighton in 1853, and the town thrived as the midway point between Montreal and Portland, Maine. Portland was attractive to Canadian interests because it was an ice free port which allowed for efficient export of goods and merchandise to Europe. In 1853, a U.S. Customs Office also opened in Island Pond luring new residents to Brighton from the ranks of railroad crews and their families. During this time, the town's population grew ten-fold. The region's timber industry also contributed to the growth of the town as the railroad proved convenient for lumber transport. Many

lumber mills, powered by water, were erected in Brighton. When much of the land was cleared of timber, farms appeared, rounding out Brighton's rural landscape. The railroad station built in 1903 housed the U.S. Customs office and accommodated visiting railroad crews in a bunk area. There was also a lock-up for customs violators. The U.S. Customs office closed its doors in Island Pond in 1973 moving its remaining operations to the town of Norton, sixteen miles to the north.

One cannot overestimate the significance of the railroad to the history, development and character of Brighton. At the peak of operations in World War I, many crucial supplies moved through the town destined for Europe. Many troop trains ran through Island Pond, especially in the final years of the war. These trains transported Canadian wounded soldiers back to their homeland. Later the war shipping gave way to the transport of items such as hay, milk, pulp, coal, wheat, and lumber. In the 1940s, the railroad again played a role in the transport of goods for the next war effort, although on a smaller scale. Today, fewer trains pass through Brighton, but they still carry Canadian wood pulp, supplies for the paper industry, and container cars in transit. The railroad station was renovated in recent years and now houses a bank, office space, and the Island Pond Historical Society and Museum. The station's grandeur has survived, and its existence is a testament to the vitality and uniqueness of Brighton's rail past.

Today, Brighton is a community of over 1,300 residents, with the majority living in the village of Island Pond. Like many Vermont towns, Brighton has experienced its share of setbacks — most recently the closure of an Ethan Allen manufacturing facility, a major employer in the community. The town also faces the problems of most small towns, such as maintaining and providing expensive municipal infrastructure and services. Brighton has, however, accomplished many important projects in recent years - a library renovation, a new pedestrian bridge and community welcome center, as well as several infrastructure projects. Brighton residents continue to participate in a community visioning process, with committees working on ways to address problems and explore new opportunities for the community. Identifying and taking advantage of opportunities and meeting important local needs and desires make this town plan an important guide for the future.

SECTION I: VISION & PURPOSE

Brighton is a small rural town blessed with striking natural beauty and an abundance of natural resources that have benefited residents and attracted visitors for many years. The future success of Brighton will depend upon an active citizenry and the wise use and preservation of our clear rivers, lakes and ponds, forests, mountains and scenic resources.

In accordance with 24 V.S.A. Chapter 117, section 4302, the town of Brighton is charged with engaging in a planning process that furthers the following general goals:

1. To establish a coordinated and comprehensive planning process that will guide Brighton's future decisions
2. To encourage citizen participation in the planning process to ensure that decisions are made at the most local level possible by those affected
3. To encourage Brighton residents to consider the use of resources and the consequences of growth and development in the community and the region
4. To develop and implement the plan's goals through a creative and cooperative process

SECTION II: LAND USE & ZONING DISTRICTS

Brighton and the village of Island Pond enjoy a rich diversity of natural resources. In addition to its well-known lake and island, Brighton is home to McConnell, Spectacle, and Beecher Ponds, and other smaller ponds. The majority of the landscape is covered by boreal forests and wetlands providing an amazing diversity of wildlife and vegetation. Bluff Mountain, the Clyde River, and many other mountains, rivers, and streams add to Brighton's unique, natural resources. Island Pond is the headwaters for the Clyde River. Brighton State Park and its extensive trail system provide opportunities for residents and visitors to enjoy camping, sightseeing, hiking, swimming, boating, cycling, and cross country skiing. Over one hundred miles of snowmobile trails, part of the VAST network, blanket the town and region. There is also a budding ATV trail system in town. Homes and historic buildings set within this wonderful landscape provide Brighton with a beautiful, unique, rural character that must be preserved.

Two maps were produced for this section. One map identifies resources and resource constraints for development, while the other is a land use cover map that depicts existing land uses in the town. Digital copies of the maps have been made available to the town as well. The maps were developed by the Northeastern Vermont Development Association as part of the planning process. NVDA was able to interpret land usage from 1999 orthophotography and 2003 agricultural aerial photography. From the orthophotography, one can clearly see that the majority of land in Brighton is forested. The town of Brighton contains approximately 35,000 acres of land. Approximately 29,000 acres, or 82%, are forested. This predominance of forested land use is similar to other towns in Essex County. Local forests are important for outdoor recreation, commercial timber harvesting, woodlots, hunting, and maple sugaring. Brighton residents place great value in the large amount of open land available to the community as tourism and outdoor recreation are important to the local economy.

The second largest land use in Brighton is agricultural and open land, comprising approximately 14% of the total (4,900 acres). Open water covers approximately 700 acres, or 2% of the total. Developed land (the built environment) also accounts for 2% of the total acreage in Brighton. The greatest concentration of development is in Island Pond at the northern end of the lake. The remaining land consists of scattered development amidst lakes and ponds, railways, and roads.

ZONING DISTRICTS:

The zoning map officially entitled "Brighton Zoning Map" is part of the town's official zoning bylaw. The Town of Brighton Zoning Map shows a division of the town into the following districts:

V - Village	LI – Light Industrial
NR - Neighborhood Residential	RL — Rural Lands
L - Lake	CL – Conservation Lands
RR - Rural Residential	SO – Shoreland Overlay
MI – Major Industrial	

- **Village** is a mixed use district in a traditional downtown environment that is sewed by municipal water and sewer services. The area is characterized by pedestrian traffic, commercial and civic uses, and apartments.
- The **Neighborhood Residential** zone surrounds the Village District and is sewed by municipal water and/or sewer services. Its predominant use is single unit dwellings.
- The **Lake** District is a quiet residential zone that is served by onsite water and/or sewer. The primary objective of this district is to maintain water quality and scenic values.
- **Rural Residential** is a low density residential district within close proximity of public roads and electrical service, which is served by onsite water and sewer. Other typical uses in the area include farming, forestry, and municipal service facilities.
- The **Major Industrial** district is characterized by manufacturing, warehousing, and freight services. The area is served by town water and sewer systems and is proximate to state highways.
- The **Light Industrial** district is not sewed by municipal water or sewer systems. It is suitable primarily for small-scale industrial uses that do not rely on large quantities of raw materials and hazardous chemicals or heavy water consumption. This district has a mixture of low-density residential and light industrial uses that have ready access to the state highway system.
- The **Rural Lands** district is characterized by forestry and agriculture, as well as camps and scattered homes, which rely on onsite water and wastewater disposal. There are limited roads and electrical infrastructure in this district, and the soils tend to have limited capacity to support onsite wastewater systems. Many areas of this district have significant scenic values that would be lost, if the land were overdeveloped.
- The **Conservation Lands** district is intended to conserve natural resources. The district, which is to a large extent in its natural state, is comprised of sensitive water recharge areas and other public lands.
- The **Shoreland Overlay** district is designed to protect all surface water quality and applies to all natural lakes and ponds in the Town of Brighton. A 30-foot vegetative buffer, consisting of grass, shrubs and/or trees, shall be maintained adjacent to the shoreline. Limited access to the water is provided through the buffer, but no applications of fertilizer, pesticides, or nutrients in the buffer zone are permitted.

Factors Considered In Developing Land Use Objectives

Based on past experience, research, and legislation, it was realized some years ago that Brighton should adhere to state land use and development laws, such as Act 250 and 24 V.S.A. Chapter 117, the state's planning and zoning statute, and rules governing wetlands, logging, mining and agricultural activities if the health and integrity of the town was to continue. This concern remains true today, with new rules addressing onsite septic systems and storm water runoff. These rules should be followed not only because they are the law of the land, but because they make good environmental and economic sense. The town of Brighton will not compromise on the preservation of its natural resources. The desired overall land use goal within Brighton is to retain the scenic, recreational and environmental qualities of the area while efficiently utilizing our natural resources to allow for planned and orderly growth that will improve the town's economic condition.

LAND USE OBJECTIVES:

1. Maintain Island Pond village as the focal point within the town and local region for the provision of services and economic development, thus maintaining the town's primarily rural character.
2. Support the development of an industrial park or area and the land acquisition and infrastructure necessary.
3. Promote and utilize existing public lands and facilities in a manner that benefits the community.
4. Permit development that maintains Brighton's historic settlement pattern of a compact village and urban center surrounded by rural countryside.
5. Make public investments in infrastructure and services that reinforce the general character and growth patterns of the town.
6. Identify, protect, and preserve important natural and historic features in Brighton's landscape including significant natural areas, fragile areas, water resources, scenic roads and views, and important historic structures or sites.
7. Promote the wise, sustainable, and efficient use of Brighton's natural resources — forest, agricultural, and earth resources.
8. Acquire land and/or development rights to further the above objectives.

SECTION III: HOUSING & DEMOGRAPHICS

The housing data used for this section is based on U.S. Census data from the year 2000, and was obtained from multiple sources. Table 11-1 below, indicates that there were 891 total housing units in Brighton in 2000, with most of these located in the village of Island Pond. Of the 891 units, 365 (41%) were owner occupied and 166 (19%) were renter occupied. The remaining 362 units were vacant, but 279 of these were for seasonal, recreational, or occasional use. Nearly 70% of the housing units in Brighton are single-unit dwellings. Fourteen percent (125) of the housing units are in buildings with three or more units, and another 7% of total units are mobile homes.

Table H-1: Brighton Housing Data

	Island Pond	Brighton	Essex County
Estimated Population, 2006		1,333	6,567
Total Population, 2000	849	1,260	6,459
Total Households, 2000	374	529	2,602
Avg. Household Size, 2000	2.27	2.38	2.47
Total Families, 2000	229	356	1,807
Avg. Family Size, 2000	2.88	2.88	2.92
Total Housing Units, 2000	556	891	4,762
...Owner Occupied	238	365	2,073
...Renter Occupied	136	166	529
...Vacant	182	362	2,160
..... season, recreation,	110	279	1,844
..... for rent		27	59
..... for sale only		20	119
Est. Housing Units, 2005			4,851
Housing by units in structure,			
...in buildings with 1 unit		619	3,748
...with 2 units		75	196
...with 3 or more units		125	241
...mobile homes		66	511

Sources: www.housingdata.org and Vermont Indicators Online (2007).

PUBLIC HOUSING

Brighton has a small number of private and non-profit providers of low-income housing primarily located in the village of Island Pond.

Hillside Acres contains 12 deep-subsidy housing units and Sunrise Manor has 22 deep subsidy units designated for the elderly and disabled. The Northern Community Management Corporation operates five sites in Island Pond with a total of 14 units, of which three meet ADA accessibility standards.

AFFORDABILITY

The definition of affordable housing as stated by the US Department of Housing and Urban Development (HUD) states: "Housing is affordable when households with incomes below an area's median income pay no more than 30% of their income on housing. Housing costs for renters are rent and utilities. Housing costs for homeowners are principal on mortgage payments, interest, property taxes, and insurance." Table H-2 below presents data on housing affordability for Brighton and offers comparisons with Essex County and Vermont.

Table H-2: Housing Affordability

	Brighton	Essex	Vermont
Median Household Income, 1999	\$26,932	\$30,490	\$40,856
Median Family Income, 1999	\$31,316	\$34,984	\$48,625
Median Adj. Gross Income per family, 2005	\$27,834	\$35,701	\$52,682
Avg. Adj. Gross Income per person, 2005	\$13,633	\$15,275	\$21,677
Median Housing Unit Value, 2000	\$64,600	\$70,700	\$111,200
Median Monthly Ownership Costs, 2000			
...with mortgage	\$653	\$672	\$1,021
...without mortgage	\$309	\$260	\$378
...as percent of household income, 1999	18.8%	18.1%	20.2%
Median Gross Rent, 2000	\$373	\$420	\$553
...as percent of household income, 1999	27.5%	25.2%	26.2%
Specified housing units with monthly owner costs (total) 1999	233	1,120	
...below 30% of household income	181	895	
...at or above 30% of household income	52	219	

Sources: www.housingdata.org and Vermont Indicators Online (2007).

Based on the data presented in Table H-2, incomes in Brighton are slightly lower than the average for Essex County and significantly less than the average for Vermont. Similarly, average housing values, ownership costs, and rents are lower in Brighton than averages for the county and state. However, home ownership costs and rents as a percentage of household income are higher in Brighton than county and state averages. This means that Brighton residents on average are spending a greater portion of their incomes on housing costs, leaving less money for other expenditures. Housing and income data will be updated following the 2010 census. In the survey conducted for this plan, a majority of respondents believe that the town needs more affordable housing and more elderly housing. The town should support the creation of more affordable and elderly housing in the community. Encouraging developers to build a certain percentage of affordable housing units is one way to do this. Allowing greater densities in some zoning districts is another opportunity.

PROJECTED HOUSING NEEDS & DEMOGRAPHICS

To determine Brighton's future housing needs, it is necessary to examine population trends in the town. Table H-3 below shows basic population information for Brighton, Island Pond, and Essex County. More detailed information can be obtained at Vermont Indicators Online (source listed below).

Table H-3: Brighton Population

	Island Pond	Brighton	Essex County
Est. Population, 2006		1,333	6,567
Total Population, 2000	849	1,260	6,459
...under 18 yrs. of age	204	315	1,653
...age 65 and over	164	229	981
...female	437	647	3,228
...male	412	613	3,231
Population Change, 1990-	-373	-303	+54
% Population Change, 1990-	-30.5%	-19.3%	+0.8%
Net domestic migration, 1995-		-138	-97
Median Age, 2000	42.1	40.9	39.0

Source: Vermont Indicators Online, 2007 (<http://maps.vcgi.org/indicators>)

Based on Table H-3, the most notable fact is that Brighton's population dropped dramatically over the past decade while other this in the county experienced slight population gains, or remained relatively constant. The loss in population can be attributed primarily to members of the Northeast Kingdom Community Church moving from Island Pond around the year 2002. Other factors that may have contributed are the closing of the Ethan Allen facility (a major employer) in 2001 and possibly a shift in the buyers of housing units (more seasonal purchases vs. year-round residents)

In 2000, the baby boom population was aged 40 to 55 years. The median age of Brighton at 40.9 years, is higher than the average for Essex County perhaps because Brighton has more senior housing facilities than other towns in the county. Again, the town survey conducted for this plan indicated that a majority of respondents believe that more elderly housing is needed in Brighton.

HOUSING SUPPLY

Brighton has a large percentage of older structures in its housing stock. This situation is similar to many towns in the region and Vermont. At the time of the 2000 census, 256 of 529 homes (48%) were built in 1939 or earlier. Older homes tend to be less efficient from an energy usage standpoint and are more susceptible to fire. Sixty-one homes (11.5%) were built in Brighton during the decade of 1990-2000. It is likely that nearly all of these were single-family dwellings.

HOUSING OBJECTIVES:

1. Support state and local efforts to improve and/or provide safe and affordable housing for Brighton residents.
2. Encourage developers to provide housing in a range of options for all Brighton residents, particularly for residents of low and moderate income.
3. Provide that multi-unit and multi-family housing units are constructed in or near the existing village center where municipal services are currently available.

SECTION IV: SERVICES, UTILITIES & FACILITIES

Goals for the Town of Brighton include planning for, financing, and providing an efficient system of public facilities and services to meet current and future needs. The rate of growth in the town should not exceed the ability of Brighton officials and residents to provide services. Future construction or expansion of infrastructure and services will reinforce the general character and planned growth pattern of the area.

WATER SUPPLY

The Brighton Water Department was chartered in 1904, and the 1987 state legislature reviewed and approved the charter that set up the town's water service. Monthly public meetings are presided over by the elected Water Commissioners, who are responsible to the voters (ratepayers). Equipment available to both the Water and Sewer departments includes:

1999 12ft. Flatbed trailer
1999 Synergy International Generator 60JDA
1994 Chevrolet 4WD Pickup
1997 Ford F250 Pickup

As surrounding towns sometimes struggle with access to high quality water, adequate service, and affordable rates, Brighton enjoys an ample supply of fresh water at reasonable rates. For this to continue, Brighton officials should work to ensure that water supplies are protected, infrastructure is maintained and upgraded, all with an eye on maintaining affordability. Brighton's water quality sample results meet state standards. The town also receives free technical assistance from the Vermont Rural Water Association.

Brighton's municipal water system relies on a surface water supply to meet domestic and fire protection needs. According to a 2005 water system study, there are 650 water system connections (pipes serving buildings) supplying businesses and residences. The system is operated by the Brighton Water Commission. There are two reservoirs in town located in the northern and southern ends of town. The North reservoir holds 250,000 gallons of water, whereas the South one holds 333,000 gallons. These reservoirs serve most of the village of Island Pond and the houses around the lake. Each reservoir has a state approved Wellhead Protection Plan. The cost of water service in 2007 per individual unit was \$296 per year. Residents beyond the service area of the municipal water system rely on individual on-site wells for water supplies. All water systems are now (as of July 1, 2007) regulated by the State of Vermont under the *Wastewater System and Potable Supply Rule*.

Notable recent and ongoing water projects include:

- Water & Sewer System Study – Forcier Aldrich & Associates, Inc. in March 2005
- One mile water line replacement for the North reservoir
- Replacement of inadequate water lines on Ripple Cove, Lakeshore Drive, Lake Street, East Brighton Road, Island View, and the Spectacle Pond area
- Water lines around the lake were looped to aid in fire protection. This included Lake and Back Streets.

WATER SUPPLY OBJECTIVES:

1. Monitor, maintain, and upgrade as necessary the town's existing community water supply system infrastructure.
2. Consider purchasing land or expanding existing sites to create additional reservoir capacity.
3. Support state and local water protection and conservation efforts to ensure clean and adequate water supplies.
4. Expansions of the municipal water system infrastructure should prioritize service to the Village, Neighborhood Residential, and Lake Districts.
5. Extend the water system to the area near the former Ethan Allen facility if that site is re-developed (a connection is available to do this).
6. Discourage development in areas that threaten surface water supplies, groundwater recharge areas, or other areas where water supplies are likely to be adversely impacted.
7. Install dry hydrants in remote rural areas to sufficiently meet local fire protection needs, and replace or remove inadequate hydrants.
8. Develop and adopt a capital program to address municipal water supply and system needs.
9. Continue to review the 2005 Sewer & Water System Study for future infrastructure planning (Forcier Alrich & Associates, Inc.).
10. Update Brighton's municipal water ordinance.

WASTEWATER/SEWER

The State of Vermont's Department of Environmental Conservation regulates all public sewer systems, as well as all public and private on-site septic systems.

In Brighton, municipal wastewater is treated by an aerated lagoon system installed circa 1976. The #1 Lagoon was last pumped in 1992. The next scheduled pumping is projected to occur in 2012, but there is some discussion about installing small transfer pumps that would reduce the sludge volume in smaller amounts on a more regular basis. The municipal sewer system utilizes conventional gravity sewers, pump stations, and force mains to convey sewage to the wastewater treatment facility located on Meadow Street. The sewer system does not extend completely around Island Pond, with properties not connected utilizing septic tanks and soil disposal systems. The municipal system is currently operated through a contract with Piscataqua Environmental Services. The maximum treatment capacity of the Brighton wastewater treatment system is 150,000 gallons daily. The average annual flow is 77,500 gallons per day (2002). The system currently operates at approximately 52% of capacity, leaving 48% capacity available for new customers. The municipal sewer system collects sewage from 415 customers in the village. The 2007 per annum cost for sewer service was \$264 per individual unit.

Future wastewater needs include a new grinder pump at the wastewater treatment plant, to make the process more efficient and less hazardous. Because of the low dwelling density around the lake, extending the municipal sewer system entirely around the lake was found to be extremely costly and not feasible. A recommendation from the 2005 Sewer & Water System Study was to develop clusters of small decentralized wastewater management systems. This is important for protecting the water quality of the lake. All road and street

improvements should be coordinated with sewer and water improvements as much as possible.

The majority of Brighton residents rely on on-site systems for the disposal of wastewater. As of July 1, 2007, all municipal and on-site systems are regulated by the State of Vermont's Wastewater System and Potable Supply Rule.

WASTEWATER / SEWER OBJECTIVES:

1. Monitor, maintain, and upgrade Brighton's existing municipal wastewater system to meet current and anticipated future development needs. Priority items include:
 - a. Upgrade or fully replace the pump stations on Dale and Meadow Streets.
 - b. Replace the manhole for Hillside Acres.
 - c. Upgrade the aeration system at the wastewater treatment plant.
 - d. Implement the recommended sewer system improvements for Area #6 (Cottage Rd. & Blueberry Lane) from the 2005 Sewer Study.
2. In future years, the town should pursue the development of off-site community subsurface disposal systems for Areas #2 through #5 in accordance with the recommendations of the 2005 Sewer Study.
3. Consider acquiring land for on-site septic systems in the area of Spectacle Pond.
4. Extension of the municipal wastewater system should prioritize the Village, Neighborhood Residential, and Lake Districts.
5. Review local wastewater system operation procedures and contracting policies to maintain affordability for wastewater users.
6. Update the town's wastewater ordinance.
7. Develop and adopt a capital program to address wastewater system needs.

TOWN GARAGE

The Town's road equipment is housed in the town garage on Railroad Street. Major highway equipment includes:

1987 John Deere Backhoe
1993 John Deere Grader
1998 Caterpillar IT24F Bucket Loader
2008 Kubota Tractor
2002 International 7500 dump truck
2006 International 7500 dump truck
2007 Chevy Silverado 4WD P/U
2007 Quality Model B trailer.

The town garage was constructed near the state highway garage where supplies such as sand, gravel, etc., can more easily serve town and state needs. The town garage is also the location of the recycling center. The old town garage on Dale Avenue is used for storage of town property, and there are plans to make exterior and other improvements to that facility. A new storage building was constructed the Dale Avenue site as well.

SOLID WASTE DISPOSAL & RECYCLING

Brighton is a member of the Northeast Kingdom Waste Management District (NEKWMD). The NEKWMD Solid Waste Management Plan covers Brighton and meets the state requirement for managing solid waste disposal. Curbside trash pickup for household wastes is available to Brighton residents. This service is currently contracted out to two private haulers - Myers Container and Austin's Rubbish Service. Solid wastes are disposed at the Coventry landfill. Brighton provides five (5) bulky waste days each summer for large disposable and selected items. The Brighton recycling facility located at the town garage is open four days per week. These activities greatly reduce dumping fees for citizens and aid in lengthening the life of the landfill. There may be a need to stagger the facility's hours of operation to allow more residents to participate in recycling.

Re-use and recycling are important methods of waste reduction and conservation. Re-use consists of the development of second, third, or more uses of a primary (first time) product. Recycling requires the collection and reproduction of products from the initial resources. These methods save on energy consumption, and reduce the flow of solid waste. Brighton officials will continue to offer and promote recycling services within the community.

FIRE DEPARTMENT

The Brighton Volunteer Fire Department is run by a very dedicated group of volunteers numbering approximately 20. The number of volunteers decreased following the closing of the Ethan Allen plant in 2001. In recent years, however, the fire department has been asked to provide service to many adjoining towns, and so a need for a greater number of volunteers exists, especially during daytime working hours. Because many small towns in the area

are suffering from a lack of volunteers and high costs, a regional fire and rescue service could be considered in the future. Potential benefits may include cost sharing equity, and a larger pool of volunteers or an opportunity to hire fulltime emergency personnel.

Through its general fund, Brighton budgets money to maintain the fire station building on Railroad Street and five fire vehicles, including:

1972 Ford Pumper
1973 Ford C series truck
1985 Chevrolet 3/4T Pickup
1990 Grumman Ford Pumper
1996 Freightliner 1800

In a survey conducted for this plan, respondents indicated that they favor the proposed purchase of a new fire truck to enhance fire protection services. Voters recently authorized \$25,000 to be put into a reserve fund specifically for this purpose. This will be an annual request until the truck is purchased. A cooperative agreement between the Fire and Water Departments exists for the care of the 95 hydrants located within the town. The fire station is in need of roof repair and an addition to the building.

Brighton is a member of Local Emergency Planning Commission District 10 (www.lepc10.org). Local Emergency Planning Committees (LEPC's) were established by the Federal Emergency Planning and Community Right-To-Know Act. Rapid Response Plans for each LEPC member can be found on the LEPC website. The LEPC planning efforts have been refocused in recent years to include planning for a variety of disasters that may affect the community. Floods, hazardous material spills, wildfires, natural disasters, and even terrorism all constitute real challenges facing community leaders today.

RESCUE DEPARTMENT

Brighton once had its own rescue squad that included Emergency Medical Technicians, Emergency Care Attendants, and First Responders. However, with the closing of the Ethan Allen facility, a decline in population, and the high costs associated with maintaining a small, local emergency ambulance service, Brighton Rescue was forced to cease operations. Importantly, however, Brighton officials have recently contracted with Lyndon Rescue to provide emergency rescue services. Brighton officials realized the need to retain an ambulance service within the town – this was particularly important given the relatively large population size and the high number of elderly residents in the area.

POLICE PROTECTION

In 2008, Brighton established a police department to provide law enforcement services in the town. This department began operations on a part-time basis. Brighton also has an elected constable, and an amendment passed in the March 2008 election made this position an appointed one effective March 2009. Brighton also receives limited coverage from the Essex County Sheriff's Department through annual county tax payments. The Vermont State Police, dispatched from Derby, also provide limited coverage to the town. Brighton officials are in the process of acquiring a marked cruiser for police department use. Part of this cost

was covered by USDA grant funds.

EMERGENCY SERVICE OBJECTIVES:

1. Continue to provide for the operation and maintenance of a fire department in the town.
2. Continue acquiring funds for the purchase a new fire truck
3. Continue to provide for the operation and maintenance of a rescue department in Brighton.
4. Consider investigating the formation of a regional fire and/or rescue service.
5. Promote local participation in LEPC 10 initiatives.
6. Continue to provide for the operation and maintenance of a police department in the town.

OTHER MUNICIPAL LAND & BUILDINGS

The town of Brighton owns two municipal forests totaling approximately 200 acres. Hiking trails and picnic areas have been considered to make these lands more usable to the townspeople and their guests. There are also many publicly owned recreation facilities scattered throughout the town, including the town park facilities such as tennis courts, beach and playground areas, volley ball court, basketball court, winter skating rink, and ball fields. A public baseball field on Derby Street has potential to be used in a variety of ways, and has seen some improvements in recent years.

The municipal building houses the Essex County Probate Court, the Brighton Public Library (renovated in 2004), and the offices of the Town Clerk, Administrative Assistant, and Listers. The municipal building has an elevator making it accessible for those in need. The building also has a gymnasium that is used for sports, town meetings, talent shows, and other community functions. The town maintains four small cemeteries located along Pleasant Street. The town-owned historic train station is occupied by Community National Bank, the Island Pond Historical Society, with other offices available for rent on both levels.

COMMERCIAL UTILITIES

Verizon, Inc. provides landline telephone and internet services to the Brighton area. Cellular telephone service is only available to some areas of the town at present, and this is a situation that town officials and many residents would like to improve. The Vermont Electric Cooperative supplies electric power and several dealers from other towns provide propane fuel. Comcast provides cable television and internet service to the townspeople, and there are also satellite television customers within Brighton.

COMMERCIAL UTILITY OBJECTIVES:

1. Help to keep local utility rates competitive by attracting multiple providers to the area whenever possible.
2. Bring desired utilities or services to residents in accordance with local demand.

TELECOMMUNICATION FACILITIES

There is currently a privately owned telecommunications tower in Brighton, located on Paradis Mountain Rd. There are also a number of smaller antennae in the town, providing wireless internet service. Island Pond Wireless, a local company and employer, was the first

wireless internet provider in the community. The company was recently acquired by Great Auk Wireless of Brattleboro, Vermont. Under the Brighton Zoning Bylaw, communications facilities are permitted uses in the Light and Major Industrial Districts. Communication facilities are subject to conditional use review in the Village, Neighborhood Residential, and Rural Residential Districts.

Because of their visibility, telecommunication towers and related infrastructure require careful consideration. Telecommunication facilities of a certain size are subject to the Act 250 review process; however, it is still possible for towns to regulate the development of projects of a certain size. Brighton residents realize that the need for telecommunication facilities has increased significantly in recent years and expect this need to continue. They also realize that telecommunications technologies are continually evolving and that these facilities are important for communication, economic development, and emergency services.

Should Brighton decide to adopt or revise regulatory instruments to control the development of telecommunication facilities, factors to consider are whether or not public benefit is maximized, aesthetics are negatively impacted, and a decommissioning plan exists.

TELECOMMUNICATIONS OBJECTIVES:

1. Adopt a local telecommunication ordinance in order to guide the development of telecommunication facilities within the town.
2. Amend zoning bylaws to better address telecommunication facilities (if an ordinance is not acceptable).
3. Ensure that affordable wireless and cellular communications are available to all residents in all areas of the town.

MEDICAL FACILITIES

The Island Pond Health Center, part of the Northern Counties Health Care system, is located on Maple Street in Island Pond. The Island Pond Health Center is a family practice designed to make health care and health education more readily available to area residents. The center offers complete, coordinated, and individualized health care to people of all ages and provides a one-stop location for many family health care needs, including primary medical care, laboratory tests, and other programs geared toward health maintenance.

The facility was established in 1977. Prior to that, Island Pond was the site of one of the first National Health Service Corps doctors in the country. The health center is unique in the fact that it consists of 3 different sources of healthcare under one roof - a medical office with 2 physicians and a physician assistant, a dental office with 1 dentist and 2 hygienists and a dispensary for medicines for patients.

There have been local efforts to attract a pharmacy business to the community, but these efforts have thus far been unsuccessful. Having a pharmacy in town would greatly benefit the community and the future growth and development of the community.

MEDICAL FACILITY OBJECTIVES:

1. Ensure that medical and dental services are available in the town for Brighton residents.
2. Assist efforts to attract a pharmacy to the community.

SECTION V: EDUCATIONAL FACILITIES

Brighton's elementary and junior high school-age children (grades K-8) receive public education at the Brighton Elementary School located at the lower end of Railroad Street. Brighton Elementary is a member of the Orleans Essex North Supervisory Union. Students in grades 9-12 attend North Country Union H.S. in Newport. General school information for Brighton Elementary is summarized in the table below.

Table S-1: Brighton Elementary School: General and Staff Information

General	2002-3	2003-4	2004-5	2005-6	2006-7
Total school enrollment	144	139	159	156	142
Attendance rate	96%	96.2%	95.5%	94.9%	NA
Retention rate	0%	0%	6.1%	9.3%	NA
Student/ Teacher ratio	8.9	8.4	10.2	8.7	7.9
Eligible Special Education	7.6%	15.8%	13.2%	21.2%	NA
Home study (# of students)	7	6	5	8	11
Staff					
Classroom teachers	12.4	14.5	9.3	15.0	
Other teachers	5.2	3.4	7.7	4.4	
Licensed administrators	1	1	1	1	
Administrative support	1	1	1	2	
Other staff	8.5	11.3	10.6	5.9	
Avg. teacher salary	---	\$35,029	\$34,887	\$36,859	\$37,096

Source: VT Dept. of Education School Report, Center for Rural Studies

As of October 1, 2007, the total number of students enrolled at Brighton Elementary was 142. That figure includes Early Essential Education, Pre-Kindergarten, and Kindergarten students (half and full day) where applicable, as well as all graded and ungraded students. According to the Brighton school report, as of October 31, 2007 the actual enrollment figure was 120 students. For 2008, the projected enrollment is 104 students, and by 2012 enrollment is projected to be only 85 students. Obviously, a projected steady decline in student enrollment should be a concern for the school and the community.

The school provides buses to transport children to and from school. Breakfast and hot lunch services are available on the school premises. Education programs in accordance with the State's Public School Approval Plan are provided, including art, music, physical education, health, school counseling, special education, Chapter 1 services, and speech and language services. At this writing, local officials have approved plans to remodel a portion of the Town Hall to meet life science instruction requirements. There will be discussions with neighboring communities about their making use of the facility at an agreed upon cost once it is complete. Brighton Elementary has high-quality recreational facilities, including playground equipment and a new baseball field. Fourteen acres of land adjacent to the school owned by the school district remain undeveloped and available for future use.

The public facility for high school students is North Country Union High School in Newport. The community survey conducted for this plan revealed that respondents were divided on the issue of school consolidation and the idea of having a full-day kindergarten. The contentions were likely related to a loss of local control and increased education expenses. The issue of consolidation may be more palatable if only Brighton Elementary and schools in adjoining towns were considered.

The **Island Pond Public Library** renovated in 2004 and located in the Town Hall, partners with the Brighton Elementary School library and provides services to the residents of Island Pond and neighboring communities including the Unified Towns & Gores, Norton, Charleston, and Morgan. In 2007, library usage continued to grow (13,908 visits vs. 5,392 visits in 2003) and computer use increased as well (5,642 users vs. 694 users in 2003). The public library now has four computers for general use, is a Wi-Fi (wireless Internet access) facility on a 24/7 basis, and subscribes to Vermont On-Line Library (www.vtonlinelib.org) and World Book On-Line (www.worldbookonline.com). Interlibrary Loans are available through the Vermont Automated Library System. A free course on Beginning Computer Instruction takes place in the library. There is a successful summer reading program, author visits, traveling storytellers, and a "Books to Movies" program for the children. Services and programs are available for Head Start, Home-school students, and Day Care Providers. The library is also seeing increased usage by various community groups. The support of Brighton residents, volunteers, and donors has helped to make the library a successful community facility.

Other Education

Northeast Kingdom Community Action (NEKCA, www.nekca.org), with an office on Cross Street in Island Pond, provides education and outreach assistance to low income residents, including food and nutrition education, budgeting assistance, tax preparation, and employment assistance. Northeast Kingdom Learning Services (NEKLS, www.neklsvt.org) provides Adult Basic Education services, a High School completion program, migrant education, tutoring, and beginning computer training, all of which take place in the Town Hall. The Vermont Department of Labor (www.labor.vermont.gov) offers re-employment and resume writing services in the Town Hall once a week (Tuesdays from 9 a.m. to 3 p.m.). The department's primary focus is to provide services that assist businesses, workers, and job seekers.

Issues and Problems

The Vermont Dept of Labor is actively seeking to keep people, especially Vermont youth, in the state by enhancing awareness of work force opportunities. They are conducting a 6-7 week program in the elementary school that focuses on career exploration and interviewing skills. Locally, Brighton officials and residents believe that the current financial equation for educating Vermont students needs to be changed to favor the community which educates few students.

The goals identified for the Brighton public school system include the following:

1. To enhance parental and community support
2. To create a school climate that embraces positive communication, respect, and discipline
3. To promote a culture of school values and old-fashioned manners
4. To improve test scores while striving to have students exceed grade level expectations

EDUCATION OBJECTIVES:

1. Provide for the operation and maintenance of a local elementary school.
2. Work to retain all K-8 students at the Brighton elementary school and transport local children to schools beyond 8th grade only as necessary.
3. Consolidation, to promote efficiencies, should only be considered with schools in neighboring communities (i.e. Charleston or Morgan). The travel distance should not exceed a reasonable distance.
4. Continue to support NEKLS and Department of Labor services in the town by providing the space for such programs.
5. Continue to support the Island Pond Public Library, its staff, and facility.

SECTION VI: TRANSPORTATION

Transportation planning is a vital component for planning a community. It has a fundamental impact on land use development, provide for the movement of people and goods within the community, and provide connections between homes, businesses, community facilities, and destinations beyond the municipality. A map describing the existing and planned transportation facilities is available for review as part of this plan in the town clerk's office. As such, the regional focus on the transportation system provides the appropriate vantage point for assessing and directing planning efforts. The Northeastern Vermont Development Association (NVDA) has forwarded a general set of transportation goals and objectives for Northern Vermont municipalities. Town representatives participate in the setting of these goals through the Transportation Advisory Committee.

ROADS AND SIDEWALKS

There are fifteen miles of state highways in Brighton including route 105 (7.9 mi.) crosses the town in an east-west direction, route 114 (6.9 mi.) runs in a north-south direction, and route 111 (0.1 mi.) begins near the Brighton — Morgan town line. Town roads include two Class 1 highways totaling 1.7 miles, three Class 2 highways totaling 6.1 miles, and 19.2 miles of Class 3 highways. There are no officially designated scenic roads in town, but many routes are very scenic, especially in the fall. Because much of the area is prime moose habitat, drivers should be wary as there are collisions occurring each year.

Brighton taxpayers may face significant expenses related to road rebuilding and resurfacing in the near future. The state has been falling behind on regular maintenance of its existing roads and bridges and faces regular shortfalls in infrastructure funding. This means that it will take longer for projects to receive funding while repair costs continue to rise. At this time, it has been identified that Derby Street is in need of rebuilding and Pleasant and Middle Streets need resurfacing. Lakeshore Drive needs a new base before paving.

Maintaining unpaved roads takes up approximately fifty percent of road maintenance time for culvert repair, grading, etc. Acceptable minimum construction standards for dirt roads are adhered to. In the case of a proposed subdivision in which roads will be constructed, no road will be accepted by the town unless it meets minimum Class 3 road standards and as determined by Vermont Statute. Consideration will only be given to the paving of gravel roads once a sufficient density of residences is reached to justify the costs. There is currently an ample amount of public parking in the village area, although much of the parking in Island Pond village is on-street. There is a large lot behind the historic railroad station building that is maintained by the town, and there are public lots near the town offices and in front of the post office.

The town is responsible for some sidewalk construction and maintenance within the village area. The town maintains sidewalks on Derby Street, Railroad Street, Main Street, South Street, Mountain Street and Cross Street. The sidewalk at 'Joseph's Corner' has been made handicapped-accessible. Guertin Elkerton & Associates, Inc. (GE&A)

conducted a road widening and sidewalk study for Brighton in November 2003. The GE&A study considered shoulder widening along Pleasant St. and Lakeshore Dr., and constructing a sidewalk along Railroad St. to the elementary school. They also looked at the replacement of existing sidewalks on Mountain St. and Cross St. A path along the shore of part of the lake was reviewed as a possibility in the study, but local officials now feel that a defined route using primarily existing roads around the lake would be a better option. DuBois & King, Inc. (D&K) also conducted a sidewalk study for Brighton in October 2005. The D&K study examined the construction of and/or replacement of sidewalks on Cross and Railroad Streets.

At a minimum, existing sidewalks in the town should be maintained and/or improved to accommodate existing pedestrian traffic. By agreement with the state, the town must maintain the Route 105 overpass sidewalk and the adjacent South Street sidewalk to the northern terminus of the pedestrian bridge over the railroad tracks. The construction of the pedestrian bridge over the rail lines in 2004 replaced a former historic structure that linked together areas of the village. Winter maintenance of sidewalks, including the bridge ramp, is done with the town's tractor. The town does not plow private roads or sidewalks not owned by the town. In areas where sidewalks are not feasible, road shoulders should be maintained at a width that would accommodate pedestrian traffic.

AIRPORT

The John H. Boylan State Airport lies just over three miles east of town and serves small commercial and private aircraft. This 188-acre site has one grass runway 2,650 feet long and 120 feet wide. Through the Agency of Transportation's Capital Facilities Plan, minor improvements were made in 2000 including obstruction removal and runway turf improvements. State plans for the period FY2007 through FY2011 include additional runway safety area improvements. The airport is good for summer and daylight use considering it is not plowed in the winter and has no lights for directing night traffic. It is possible for ski planes to land in winter. The community should investigate the possibility of making greater use of this facility.

RAILROAD

The St. Lawrence & Atlantic Railway (SL&A), one of the Northeast Kingdom's busiest lines, operates in Brighton with a terminal in Island Pond Village. The rail line extends from Portland, Maine to St. Rosalie, Quebec where it connects with Canadian National Railway, and then into Montreal for access to the entire Canadian Rail network. In St. Rosalie it also connects with the Canadian American Railroad Company. Approximately four trains per day run between Island Pond and Canada and six per day between Island Pond and Maine. Lumber is the principal freight

PUBLIC and ALTERNATIVE TRANSPORTATION

Rural Community Transit (RCT) is a non-profit transportation group that serves a wide range of passengers through a variety of programs, including Brighton residents. As the Medicaid/Reachup broker for Essex and other counties, RCT coordinates medical trips for Medicaid eligible persons. RCT also provides transportation services for area social service agencies. RCT is also a coordinator for the statewide Rideshare and Van Pool programs. RCT relies heavily on a volunteer driver network. A growing demand continues to increase the volunteer driver network, and allows people from outlying areas to access the more heavily populated service centers. Brighton residents support RCT through their tax dollars.

Local leaders should explore the possibility of making Brighton part of a fixed route (possibly once or twice weekly) to allow those in the community who cannot drive to access goods and services that are unavailable in town.

In 2007, Brighton received a state grant to conduct research on Ancient Roads within the town. These are roads that would have been laid out by town officials at some point in the past, but were never constructed or became unused over time. Recent legislation has given towns a limited time to identify and 'reclaim' these roads. Brighton's research of this issue has not yet begun.

TRANSPORTATION OBJECTIVES:

1. Maintain existing town roads and bridges including the rebuilding of Derby Street, the resurfacing of Pleasant and Middle Streets, and the repair and paving of Lakeshore Drive with priority bridge/culvert repairs for the BR88 and BR91 culverts on Route 105 in Brighton.
2. Establish connections to communities outside of the town via public transportation through agencies such as RCT.
3. Provide Local Roads Training for town road employees.
4. Send a Brighton representative to actively participate in the regional Transportation Advisory Committee meetings, a group which prioritizes local transportation projects for the region which are then forwarded to VTrans for state prioritization and approval.
5. Explore event opportunities for the John H. Boylan State Airport which could enhance economic opportunities in warmer months.
6. Complete the identification and research process of the Ancient Roads prior to the legislative deadline (est. 2011).

SECTION VII: ENERGY

Brighton lies within the service territory of the Vermont Electric Cooperative (VEC) and is therefore a member of VEC. The electric utility serves over 15,000 customers in northern Vermont. VEC provides electricity to residents and businesses at market rates. As of January 1, 2007, VEC metered electric rates for residential (R-1) service were \$37.79 for 200kwh, \$105.24 for 600kwh, and \$172.69 for 1000kwh. These rates ranked as the highest among all electric utilities in the State of Vermont.

Eagle Fuels, a local company, and other area dealers provide heating fuel oil to Brighton residents and businesses. Propane is also supplied by companies from nearby towns.

In Brighton and the region, existing energy supplies more than meet local demand. However, high energy costs — electric service and fuel oil - create affordability issues for many in the community. This is likely to continue over the short-term and possibly worsen over the foreseeable future. The State of Vermont encourages eligible individuals to sign up for fuel assistance, and it is presumed that many people in the community currently do so.

Weatherization Programs are available for Brighton residents. These programs can help families reduce energy costs by improving the energy efficiency and comfort of their homes while ensuring their health and safety. For weatherization assistance from the Department for Children and Families Office of Economic Opportunity, call (802) 2412452 or via the web at: www.dcf.state.vt.us/OEO/weather.htm .

The Northeast Employment and Training Organization, or NETO, (www.vtneto.org) provides weatherization assistance, residential electric audits, and home energy assistance to qualified applicants.

Efficiency Vermont (www.vtenergystarhomes.com) provides technical assistance and financial incentives to Vermont households and businesses, to help them reduce their energy costs with energy-efficient equipment and lighting and with energy-efficient approaches to construction and renovation. Efficiency Vermont is funded by an energy efficiency charge on the local electric bill.

The Planning Commission recognizes the importance of developing locally renewable energy resources and recommends their appropriate development and use within the town. These would include the use of wood heat, solar, biomass (woodchips), small hydro, and wind technologies. The efficient use and conservation of energy is also strongly encouraged.

Brighton officials generally support the development of renewable energy resources within the town. Energy projects requiring Vermont Public Service Board review and approval shall be locally reviewed and supported on an individual basis as these projects may be contentious in nature. Large-scale energy projects have the potential to negatively impact the area. Brighton officials would like the opportunity to review these projects on an individual basis prior to offering local support, and they would also like to negotiate for mitigation or compensation payments with energy developers should negative impacts be likely.

This plan also recommends that Brighton residents consider personally adopting energy saving practices. These will almost certainly become more important as energy prices rise. Weatherizing homes, purchasing more energy efficient appliances, and making conscious efforts to use less energy will all reduce household energy costs. In addition, energy efficient behaviors (shutting off lights when leaving the room, lowering thermostats at night, etc.) should be taught and used at school, home and in the workplace. In 2004-5, town officials worked with Efficiency Vermont in conducting energy audits for all town buildings. The recommendations from these energy audits should be pursued to provide cost savings and make town-owned buildings more efficient and become a leader by example.

For informational purposes, site design and building construction also play a large role in increasing efficiency and reducing future energy costs. A southern orientation can provide direct solar energy contributions. Designing buildings with large insulated window areas on the southern side allows passive solar heating in the winter months. These windows will capture sunlight and in turn pay for themselves in energy savings. Similarly, constructing dwellings to allow large roof areas with southern exposure allows the homeowner to retain the opportunity of future solar development. Consideration of the natural surroundings is also important in site design. The location of trees can further reduce energy costs. Trees planted in the proper location can act as buffers to the cold winter winds and provide cooling shade in the summer.

ENERGY OBJECTIVES:

1. Implement recent Efficiency Vermont energy audit recommendations for all public buildings.
2. Acquire and make information available to Brighton residents for energy efficiency and conservation measures and opportunities.
3. Investigate the potential for developing alternative or renewable energy resources to meet municipal needs.
4. Review on an individual basis any commercial energy projects prior to offering local support.
5. Negotiate for mitigation and compensation payments with energy developers.

SECTION VIII: Natural, Scenic, and Historic Resources

Brighton is near the geographic center of the three-county Northeast Kingdom region. Geologically, granite and glacial formations have created a stunning and rugged topography, and are also important in shaping the patterns of vegetation. Elevations in Essex County are higher than average for Vermont and the lowlands contain some of the most notable geological features, including the expansive Nulhegan Basin. The area's forests and wetlands support a diverse array of plant and animal species. Brighton and Essex County are considered part of the Great North Woods of Maine, and northern New Hampshire.

WATER RESOURCES

The protection and conservation of local water resources should be a major priority for the Town of Brighton. Protection efforts to maintain quality should include municipal surface water supplies, Island Pond Lake and other area ponds, the Clyde River, and all wellhead areas. Activities such as logging on steep slopes or near the waters edge, building construction, road and storm water runoff, and excessive vegetation removal have the potential to negatively impact water quality. There must be a basic respect for the integrity of the surface and ground waters within the town. Conservation efforts should be focused on maintaining the long-term availability and wise use of existing water resources.

WETLANDS

Wetlands are important for many reasons. They provide habitat for fish and wildlife, storage for flood and storm waters, erosion control, and have recreational, aesthetic and economic value. There are 27 wetlands areas listed on the National Wetlands Inventory for Brighton which are very apparent on the land use map associated with this plan. Of significant interest are the wetlands along the west inlet stream of Nulhegan Pond - a diverse complex of bogs, soft wood swamps, alder swamps and beaver meadows; the Clyde River wetlands consisting of shrub, black ash and northern white cedar swamps; and the Meehan Hill Swamp and other wetlands surrounding Beecher, Spectacle, and Island Ponds. Most wetlands are on private lands, but the State of Vermont regulates the development around all wetlands.

WATER RESOURCE & WETLAND OBJECTIVES:

1. Provide for the protection of well-head areas according to the Zoning Bylaw.
2. Enforce the Zoning Bylaw for Brighton which designates a Shore Land Overlay District, a 30 ft. vegetated buffer strip with no pesticides, fertilizers, or nutrients applied.
3. Enforce the limitation of development on steep slopes within the town.

FOREST RESOURCES

Forest lands are the most prominent and visible feature within Brighton. The forests add greatly to the area's scenic beauty and recreational and economic opportunities. Northern Vermont's forests are typically considered a "transitional" forest type, as the hardwood and conifer stands of the Northeast Kingdom lie between the mixed hardwoods of the south and the true conifer forests of the north. Brighton's forests have played a vital part in the local and regional economy, including timber production, recreation, and hunting. Because timber is a renewable resource, there will likely be growth and development within the timber industry. Therefore, Brighton supports sustainable forestry practices that will protect and sustain its quality of life.

WILDLIFE

Brighton's sometimes extreme climate requires plants and animals in the area to have special adaptations enabling them to survive long and cold winters. The primarily evergreen landscape provides deep shade and acidic soil for other plants and animals to call home. A relatively small human population and low intensity development have created excellent habitats for a variety of animals and plants, both large and small. As the town strives for economic prosperity and stability, care should be taken to preserve the extensive fish and wildlife resources.

Common wildlife in the area includes moose, black bear, deer, bobcat, and small game species. With state and federal wildlife refuges nearby, Brighton is becoming popular for bird watchers. Loons, spruce grouse, black-backed woodpecker, herons, and other bird species are common in the area. Many plant species (sedges, grasses, shrubs, and wildflowers) located in local swamps, bogs, marshes, ponds, lakes, rivers, streams, or mountains provide habitat for wildlife and add to natural beauty of the area.

SCENIC RESOURCES

Brighton stands apart from many other rural towns in New England because of its rugged, natural beauty. Island Pond Lake, the historic district, Bluff Mountain and many other beautiful sites all add to the town's character. These scenic resources provide economic, recreational, and aesthetic benefits for residents and visitors alike.

The following list identifies places that community members and guests have identified as their favorite scenic areas. Proposed developments in these areas deserve special attention in the review process. The list includes: Bluff Mountain, Dolloff Mountain, Haystack and Meehan Hills, Island Pond Lake, Back Pond, McConnell Pond, Nulhegan, and Spectacle Pond, Island Pond's Historic District, the Railroad Station, and village churches.. There are also the State Beach on Island Pond, Brighton State Park, Mountain Street, Pleasant Street, Vermont Route 114 South to Newark and North to Morgan, and the road to Center Pond.

It is commonly accepted wisdom that a scenic community that protects its environment will attract more visitors, thus bringing in more tourism revenue. Local community visioning sessions have noted the economic importance of recreation and tourism for Brighton. Many people choose to hunt, fish, camp, and snowmobile in Brighton because of the area's natural beauty. By protecting Island Pond's natural and scenic resources today, the town can ensure a sustainable tourist economy in the future.

OBJECTIVES FOR NATURAL & SCENIC AREAS:

1. Base land use decisions on preserving Brighton's forest, water, and scenic resources for future generations.
2. Land use decisions should consider the potential impacts on ecologically sensitive areas which are land or water resources with unusual or significant flora, fauna, geological, or similar features, and are especially susceptible to human disturbance.
3. Conduct a natural and scenic resource survey to identify specific areas in which development should be limited or prohibited.

ISLAND POND HISTORIC DISTRICT

In 1979, the Island Pond Historic District was recognized by the Vermont Division for Historic Preservation. Encompassing thirty historic buildings and sites located along Depot, Main, Railroad (Pherrin), Maple, South, Walnut, Cross, Elm, Middle, North, and Mountain Streets, the district is essentially perched on the hill overlooking the village, but it also includes a number of buildings fronting on Main Street. There are other buildings located within the town that are eligible for inclusion on the register. The buildings within the historic district are currently used by a variety of entities: commercial, government, residential, and religious. A reproduced version of the state historic district map produced in 1977 can be found in the town office. The official designation may offer grant assistance for renovations and historical projects and programs.

Island Pond's historic legacy needs to be carefully considered in future municipal initiatives. Planning for the protection and enjoyment of historical resources can provide the town with another feature to attract outside interest through its preservation and promotion. The town may wish to consider developing a separate historic preservation "mini-plan" or a design control district to be incorporated into the larger municipal plan. Because Brighton has an active and sizable historical society that demonstrates the strong interest in the town's history and traditions, this society is in a good position to lead efforts for future registration/recognition at the state and national level, and in the general creation of the mini-plan itself.

HISTORIC RESOURCE OBJECTIVES:

1. Explore the development of a historic preservation "mini-plan" to identify, protect, and better capitalize on Brighton's historic resources.
2. Enlist the Island Pond Historical Society to lead historic preservation efforts.
3. Enlist the Chamber of Commerce or the Brighton Community Forum to promote historic preservation in Island Pond.
4. Invite Vermont Historic Preservation staff to educate residents and businesses on how to capitalize on the town's official historic district designation (i.e. through tax credits or otherwise).

SECTION IX: ECONOMIC DEVELOPMENT

Tourism is Vermont's second largest industry and is certainly an essential part of the Island Pond economy today. Brighton leaders are aware that tourism is an important part of any economic development strategy. Local leaders and business owners would like to see tourism become more of a year round and sustainable industry. The community also realizes that there are impacts and limitations to tourism as an economic driver (i.e. seasonality, weather dependence, typically low-wage jobs), but they also realize there are also benefits — primarily, increased dollars flowing into the community, jobs, and little demand on municipal services. In FY2007, Meals receipts generated in Brighton totaled nearly \$1.2 million. In FY2006, this figure was almost \$930,000. Gross figures from Sales and Use receipts show that in FY2007 just over \$8.6 million was generated in Brighton. This is an increase from the \$7.6 million reported in FY2006. With proper planning, Brighton leaders can make the community even more attractive and hopefully increase tourism business in the community.

From hiking, to boating, to snowmobiling, many visitors are drawn to Brighton each year for the diversity of outdoor recreation opportunities. Brighton has many areas where one can enjoy the outdoors, but the most popular area is beautiful Island Pond, the headwaters of the Clyde River. There is also Brighton State Park, Lakeside Camping, and a portion of the former Champion Lands, now owned by Essex Timber. The Nulhegan and Clyde Rivers are part of the 740-mile Northern Forest Canoe Trail, a multi-state/nation attraction. Together, all of the above resources serve to attract visitors who support the commercial enterprises in Island Pond village.

A survey of local restaurants, lodging establishments and retailers revealed that tourism is already a major contributing factor to the town's economy and character. The businesses surveyed have existed in Island Pond for between one and twenty-three years, ranging in size from one employee to as many as fifteen. While part-time employees were a substantial base, full time employment constituted the majority. Seasonal employee fluctuations were minimal. Two-thirds of those surveyed attributed more than fifty percent of their total income to tourism. Results showed that the strongest tourist populations in order are campers, snowmobilers, and hunters. Those surveyed felt that summer, winter and fall were adequately busy while mud season is traditionally slow. Town events such as the Winter Carnival, Fourth of July Parade and Fall Festival were major assets to local businesses. In addition, the high school reunion and the historical convention also contribute annually. Local businesses promote tourism through advertising. Such efforts ranged from the local newspapers to publications reaching a broader scope such as Vermont Life magazine, VAST, Business for Trails Program, and the Boston Globe.

RECREATION RESOURCES

A major recreation resource in Brighton includes Brighton State Park, located on Spectacle Pond, which has 5 cabins, 61 tent/trailer sites, 21 lean-tos, and restroom/shower facilities. Facilities include hiking trails, a beach, a nature museum, bath house, playground and concession stand.

Lakeside Camping is a privately owned operation situated on Island Pond. The campground features majestic pines, over 1,500 feet of sandy beach, lake views, trout fishing, and nesting loons. There are 200 campsites with full hookups, playgrounds, a game room, convenience store, boat rentals and boat cruises available.

The former Champion Lands cover a vast area extending well beyond Brighton's borders. The state-owned West Mountain Wildlife Management Area, the federal Silvio O. Conte National Wildlife Refuge – Nulhegan Basin Division, and the public access easements on Essex Timber land provide thousands of acres of protected area for recreation. These lands are prime wildlife habitat and contain some of Vermont's largest deer wintering areas and offer excellent opportunities for outdoor exploration.

The Northern Forest Canoe Trail, a relatively new multi-state water trail is a scenic recreation resource that passes through Brighton. There may be future opportunities for the community to capitalize on this resource.

Brighton, the unofficial snowmobile capital of Vermont has over one hundred miles of trails that are part of the VAST network of trails throughout Vermont. It is no surprise that snowmobiles are permitted on designated roads within the town, and it is not uncommon to see snow machines traveling into Island Pond to take advantage of the goods, services, and travel amenities provided there. To a much lesser degree, ATV travel is permitted on some Brighton roads as well. All-terrain vehicle travelers have expressed a desire for a better trail network in the town, but unlike snowmobiles, ATV's are considered environmentally destructive by many.

On any warm day beyond snow season, one will likely see bicyclists passing through Brighton. Island Pond is in fact, a hub for multiple cycling routes in the region identified on Cycling in the Kingdom, a map developed in part by NVDA, the regional planning commission. These maps can be found at www.nvda.net in the transportation section. There has also been some interest in the community to explore the development of an off road trail network similar to the Kingdom Trails network in Burke. Such a network could potentially help to increase local tourism in the warmer months.

Bicycle touring, fishing and foliage viewing are three activities that could be further promoted and developed with relative ease. There are currently plans to redevelop the existing town owned, waterfront park in Island Pond.

VILLAGE CENTER DESIGNATION

Within Brighton, the Island Pond Village Center has received an official Village Center Designation from the State of Vermont. This designation, as provided for in 24 V.S.A. Ch.76A, was created by the legislature to recognize and encourage local efforts to revitalize Vermont's traditional village centers. Revitalization is an ongoing process to improve a community's vitality and livability, but it is only one tool with a focus is on supporting commercial activity in the center of Vermont's villages. Current benefits include:

- ✓ 10% Tax Credit for the Substantial Rehabilitation of Certified Historic Buildings
- ✓ 25% Tax Credit for making Facade Improvements
- ✓ 50% Tax Credit for making Code Improvements
- ✓ Designated village centers will be given priority consideration for all grants administered through the State's Municipal Planning Grant Program and for HUD funding, including the Community Development Block Grant Program (CDBG).
- ✓ Designated village centers will be given consideration and priority by the State Building Department when leasing or constructing buildings, in consultation with the community.
- ✓ A special assessment district in a designated village may use funds for operating costs in addition to capital expenses.

BUSINESS PATTERNS

According to recent Essex County business data, there were 50 businesses in Brighton employing 284 individuals in 2005. The majority of businesses were small. Forty-one of the 50 businesses employed nine people or fewer. There were no businesses employing more than 49 people in Brighton. Tables E-1 and E-2 on the following pages provides basic business and economic information:

Table E-1: Brighton Business Patterns.

Employees by Size

<i>Industry</i>	<i>Total Establishments.</i>	1-4	5-9	10-19	2049
Construction	6	4	2	0	0
Manufacturing	4	3	0	0	1
Wholesale Trade	1	0	0	1	0
Retail Trade	9	5	3	1	0
Transport & Warehousing	3	3	0	0	0
Information	1	1	0	0	0
Finance & Insurance	2	1	1	0	0
Real Estate, Rental & Leasing	1	0	1	0	0
Profession & Technical Services	2	2	0	0	0
Educational Services	1	0	0	0	1
Health Care & Social	5	2	1	1	1
Arts & Recreation	3	2	0	1	0
Accommodation & Food Services	6	4	1	1	0
Other Services (except Public Admin.)	6	4	1	1	0
TOTALS	50	31	10	6	3

Source: U.S. Census Bureau, 2005 County Business Patterns.

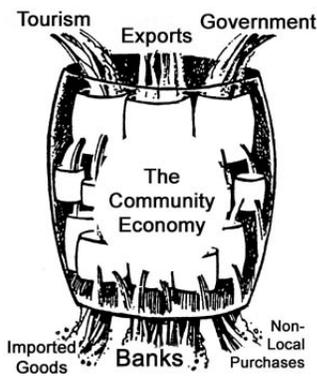
Table E-2: Brighton Economic Data

	Island Pond	Brighton	Essex County
Median Household Income, 1999	\$25,547	\$26,932	\$30,490
Median Family Income, 1999	\$31,250	\$31,316	\$34,984
Per Capita Income, 1999	\$13,207	\$12,999	\$14,388
Median Adj. Gross Income per Family, 2005		\$27,834	\$35,701
Median Adj. Gross Income per Person, 2005		\$14,266	\$15,275
Average Annual Wage, 2006		\$21,319	\$29,334
Total Retail Receipts (taxable) FY2005	---	\$2,835,307	
Civilian Labor Force, 2004		610	3,350
...employed		580	3,200
...unemployed		30	150
...unemployment rate		5.1%	3.7%
Persons for whom poverty status considered, 2000	852	1,255	6,428
...inPoverty, 1999	165	241	883
...0-17 yrs. old	59	93	286
...18-64 yrs. old	75	113	472
...65 yrs. and older	31	35	125
Families for whom poverty status considered, 2000	235	350	1,815
...in Poverty	35	52	179
...w/related children under 18	29	43	132

Source: Vermont Indicators Online (www.maps.vcgi.org/indicators/cthome/)

The Local Economy Simplified

When attempting to analyze Brighton's or any local economy, it is useful to imagine the community economy as a barrel with money and goods flowing in, as well as leaking out.



Local resources include: land, water, air, and minerals, labor, management, technology, and capital.

A loss of resources comes from unemployed workers and spoilage of local resources.

Non-local purchases of goods and services drain money from the economy.

Non-local sales of goods and services bring money into the economy.

The barrel analogy represents some key concepts:

- Brighton is intimately linked with the rest of the world through the inflow and outflow of income and goods.
- Brighton uses resources to produce the output it sells. Resources may be available locally or purchased elsewhere.
- The size of the barrel is determined by the inflow of outside income, the lack of the leakage of income, and the volume of resources used to produce the community's output.

A community economic analysis is an examination of the components of this barrel that is concerned with the forces of demand and supply. Some basic questions that Brighton leaders should ask when they are working to improve the local economy include:

- What are the community's linkages with the rest of the world?
- What are some ways to increase the potential flow of income?
- How can the community better use its existing resources and businesses to produce more output and associated jobs and income?
- How can the community reduce its loss of resources to improve its local income situation?

Economic Development Resources

There are many opportunities for technical and financial assistance in the region. Several organizations provide a variety of services to help expand businesses and employment within the Brighton. These organizations include:

- *University of Vermont Extension*, through its Take Charge program, conducted visioning and strategic planning exercises in Brighton. Take Charge brings local residents and business people together in the interests of their community's future. The sustainable development program consists of a series of weekly meetings asking the community to focus on: Where are we now?, Where do we want to be?, and How do we get there? At the end of this series of meetings the participants elect projects to pursue. They divide into committees that tackle these various projects and continue by organizing plans of action.
- *USDA Rural Development* primarily funds local community facility and infrastructure projects. Brighton lies within part of a federally designated Rural Enterprise Area Partnership (REAP) zone which expires in September 2010. The REAP Initiative was established to address critical issues related to constraints in economic activity and growth, low density settlement patterns, stagnant or declining employment, and isolation that has led to disconnection from markets, suppliers, and centers of information and finance. The Northeast Kingdom Collaborative, the body associated with the REAP, is comprised of economic development agencies, businesses, educational institutions, social service agencies, non profit organizations, health care and other organizations working to better the three county region.
- *Economic Development Council of Northern Vermont* (EDCNV) provides technical assistance for its clients to develop business plans and provides comprehensive assistance in marketing, advertising, management, and inventory control. EDCNV manages "The FUND", a program which provides loans up to \$100,000 and two micro-business programs providing loans under \$25,000.
- *Northern Community Investment Corporation* (NCIC) offers Small Business Administration (SBA) loans, lines of credit, direct loans up to \$100,000; loan guarantees; an equipment-leasing program; equity investments; arranges bank loans, and SBA 504 Fixed Asset Financing.
- *Northeastern Vermont Development Association* (NVDA), the regional planning and development authority, is a primary contact for Northeast Kingdom businesses. NVDA provides technical assistance for business planning, and connects businesses with the appropriate state agencies for marketing and financial assistance. NVDA assists towns with community and economic development projects to a number of funding agencies. NVDA also has a Rural Development Intermediary Re-lending Program, which provides loans ranging from \$20,000 to \$50,000.
- *Small Business Development Center* (SBDC), under the U.S. Small Business Administration, provides assistance to for-profit businesses to develop business plans for internal use or for loan proposals. The SBDC also offers management, marketing, financial, and production support to fledgling businesses.

- Northeast Kingdom Community Action (NEKCA) Micro-Business Development Program provides information on how to start a business, creating marketing and financial plans, as well as general trouble shooting for micro-businesses.
- Vermont Economic Development Authority (VEDA) serves the entire state and offers a variety of business incentive programs.

ECONOMIC STRATEGIES:

There are economic strategies that Brighton officials should consider when addressing the local economy. These basic strategies are successfully used throughout the country in areas large and small, and Brighton officials have been working on some of these:

1. Attract new basic or export employers. Brighton leaders should continue revitalization efforts to make the town attractive to employers.
2. Capture existing markets. Residents and visitors should be encouraged to Buy Local.
3. Encourage the start-up of new firms. Brighton officials should update the marketing study conducted by UVM for Brighton and/or implement recommendations from that earlier study.
4. Help existing businesses to grow or become more efficient. The town can apply for technical assistance funds, workforce development funds, or conduct commercial energy audits.
5. Take advantage of aids and programs from regional, state, and federal governments such as tax-increment financing, tax credit programs, revolving loans, etc.
6. Continue upgrading municipal infrastructure and improving municipal services to make the community a more attractive place.
7. Make officials and the community aware of new economic opportunities that have the potential to aid the local economy (i.e. the National Geographic Geo-tourism Designation for the region of which Brighton is a part).

SECTION X: Adjacent Towns & the Region

The Town of Brighton is bordered by eight towns. These include the towns of: Westmore, Morgan, Charleston, Newark, Warren Gore, Avery's Gore, Lewis, and Ferdinand. With the exception of Charleston, each of these towns has a town plan and local land use regulations in effect.

WESTMORE

The town of Westmore adopted a plan in 2003 and zoning regulations in 2006. They also have a telecommunications ordinance (2004). The development along the town boundary between Brighton and Westmore is very minimal and is not expected to change much. This is a very rural section of Westmore, with only one secondary road providing access. The Planning Commission does not anticipate any major impact as a result of development along this boundary.

MORGAN

The town of Morgan abuts Brighton to the northwest. Morgan has a Town Plan and zoning regulations (both adopted in 2004). The plan indicates that the more concentrated development should occur in the two villages of Morgan and Morgan Center. The language in their plan places emphasis on the importance of open space, and forestry and farming uses and allowing residential use to be dependent upon soil and water quality. However, the two state routes, 111 and 114, connect at the border of Morgan and Brighton. There could be some future development in this area.

CHARLESTON

Charleston, bordering Brighton to the west, has neither a town plan or land use regulations. A natural boundary, the Clyde River, inhibits some development but there is much land that is available for constructing homes and businesses. Much of this would be considered prime agricultural land, but the Route 105 corridor is still an area to watch for future development.

NEWARK

Newark borders Brighton to the south. Newark's town plan, adopted in 1998, states its compatibility with Brighton based upon the rural nature of both towns. Newark is presently considering the adoption of land use controls, but at this time there is little residential or developed land areas on the border of Brighton. However, Route 114, Newark Pond Road and Center Pond Road hold potential for more development, which the Planning Commission will watch carefully.

UNIFIED TOWNS & GORES

The neighboring unincorporated towns of Warren Gore, Avery's Gore, Lewis and Ferdinand (also Averill and Warner's Grant) are collectively referred to the Unified Towns & Gores, or the UTG. These towns extend from Brighton's northern border easterly to its southeast border. The UTG has a town plan and updated zoning regulations — both adopted in 2006. There are no development pressures from any of these towns. The former Champion Lands with its land easements (Avery's Gore, Lewis and Ferdinand) the U.S. Fish and Wildlife Service Nulhegan Refuge (Lewis and Ferdinand), the West Mountain Wildlife Management Area (Ferdinand), and Wenlock Wildlife Management

Area (Ferdinand) would prohibit development from occurring in these towns and hence along the border of Brighton. As one travels east on Route 105 from Brighton and through Ferdinand, one passes through wetland and floodplain areas that would further prevent any significant development.

REGIONAL CONTEXT

In a regional context, Brighton is considered by the state to be a service center, meaning it is important to its local area for commerce, services, employment and community life. Service centers are also defined by having at least one state highway. Brighton has Vermont Routes 114, 105 and 111. Much of the village of Island Pond is served by municipal water and wastewater systems. In addition to Brighton's local government, the Essex County probate court is located in the town hall. Brighton certainly differs in size from the larger growth centers like Newport/Derby and St. Johnsbury/Lyndon, but it is a hub in its own right. Brighton's importance to the area is due to its separation by some distance from the larger regional growth centers and, therefore, has not become a satellite of either. Brighton welcomes working with all neighboring towns in all aspects of implementation of this plan.

SECTION XI: Statement of Objectives, Policies, & Programs for Implementation

The Brighton Planning Commission considers the following issues important to the future of the town. These projects are not prioritized here.

***Affordable housing:**

In order to meet the needs of all Brighton residents, there should be an adequate supply of quality affordable housing. There are low and moderate income individuals, who provide labor for local businesses, yet cannot afford to buy a home. There are also those who own property but face escalating property values and the resultant increase in taxes. Lastly, there are those who reside in sub-standard housing. Ideally, there should be a mix of quality single and multi-unit dwellings available to Brighton residents. Brighton officials will support efforts to address affordable housing.

***Community:**

1. The slopes around the pedestrian footbridge should be landscaped, possibly with the addition of an "Island Pond" emblem.
2. Efforts should continue to attract a pharmacy to the town.
3. All phases of the Sidewalks Construction project need to be implemented.
4. Veterans' organizations such as the VFW and American Legion have been involved in many community efforts in past years. These organizations should be enlisted for support and supported in the future.
5. Work to strengthen the local Chamber of Commerce.

***Economic Growth:**

1. In the next five years or more the town needs to pursue more economic growth in the tourism sector and small business development which will hopefully increase employment opportunities benefiting everyone. The basic economic strategies presented in this plan should be considered.
2. At the eastern end of town, where the former Ethan Allen factory stands empty, new enterprises or uses should continue being explored.
3. The railroad station should be improved to generate additional revenues.

*** Education:**

Brighton officials shall work to meet state requirements for the provision of Life Sciences education to Brighton school students.

*** Emergency Services:**

The Brighton Fire Department is important to the community and serves an area larger than the town. Efforts should be made to enhance and enlarge the Fire Station. The facility should have adequate space to house the equipment that it now has and allow space for future equipment needs. Currently the facility is in need of roof repair.

***Historic Preservation:**

The third floor of the municipal building should be improved and made usable.

***Infrastructure:**

It is necessary to support municipal efforts to upgrade and improve all existing infrastructure—water and wastewater systems, buildings and lands, and sidewalks and roads. This commission suggests that recommendations from existing technical studies be used as a guide when upgrades are planned.

***Land Use:**

If an opportunity arises, Brighton should consider purchasing or acquiring the development rights to the island in the lake. This is an attractive feature in the town.

***Parks planning:**

The town park on Island Pond, the town ball field, and the town forests are underutilized community assets. A Parks visioning committee will work to develop a parks master plan that would yield specific strategies on how to improve each park and the town forest for Brighton residents.

***Recreation:**

1. The town's tennis court should be resurfaced
2. The public baseball field on Derby Street needs a facelift for public recreation.
3. Local bicycle and pedestrian trails should be improved or developed within the community.

***Tourism:**

The Island Pond Welcome Center was completed in 2007. The facility is an excellent place for the Brighton Community Forum or the Chamber of Commerce to promote events, local attractions, and businesses. If the opportunity to purchase an adjacent property in the future comes about, this commission should work toward that end allowing the Welcome Center to be further developed to improve the local economy.