

TOWN OF BROWNINGTON
NEW PROPOSED TOWN PLAN

~~APRIL 2006~~

Adopted
04/11/07

The 2005 Brownington Planning Commission presents this Town Plan:

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April 2006

Dear Resident,

Enclosed you will find a copy of the New Proposed Town Plan For the year 2006.

The previous Town Plan of 2000 was adopted on August 14, 2000 and has expired and the residents must vote a new one on ___ 2006.

This copy is for you to review.

Please take the time to read through it and note any omissions, errors, etc. that you may find.

There will be an official Town Hearing on _____2006 at _____ AM, in the Brownington Central School.

This hearing will provide all residents with the opportunity to discuss any changes you feel should be made to the Plan before the final vote on Town Meeting Day.

We appreciate your time and feedback regarding this proposed Town Plan and look forward to seeing you on _____.

The Brownington Planning Commission

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Westmore
Derby
Coventry
Charleston
Barton
Irasburg

Appended to this document:

Brownington maps: Natural Resources, General Soils, Current Land Use
US Census Tables: DP-1, DP-2, DP-3, DP-4
Town of Brownington Proposed Revised Solid Waste Management Plan
Town of Brownington Proposed All-Hazards Mitigation Plan

General Goals and Objectives of the Plan

Our goals are the statements defining where we as a Town wish to go over the next five years. Our objectives are the measurable milestones that point us in the direction of our goals and measure our progress. Our general goals and objectives are detailed below:

- A. To broaden Brownington's economic base by encouraging small, non-polluting businesses and industries to locate in Brownington.
 - 1) Develop mutually supportive preservation and economic development policies integrating both regional and municipal plans.
 - 2) Promote tourism by developing existing recreational and historical assets and identifying other recreational opportunities.
 - 3) Define village areas and adopt policies friendly to the establishment of village scale commercial uses.

- B. To keep the tax rate within the limits of its residents ability to pay.
 - 1) Educate the taxpayer about state abatement and relief polices and programs, i.e. homestead, current use.
 - 2) Seek alternate funding for specific Town projects and improvements.

- C. To retain the town's rural character and its economic base of working farms and productive forest without hampering the landowner's ability to profit from either the use or sale of his or her assets.
 - 1) To encourage stewardship of the town's natural resources through information and education.
 - 2) Investigate the use of subdivision regulations to preserve parcel sizes that are viable economically for farm and forest uses.

- D. To provide safe reliable year-round access on roads presently maintained by the town of Brownington.
 - 1) Identify and remediate dangerous intersections, access points and road sections.
 - 2) Develop a paving plan and schedule for the extension of hard surface paving for School House Road.

- E. To continue to enhance the quality of education offered to all ages in Brownington.
 - 1) Improve educational buildings to establish a functional meeting place for town and community organizations.

- F. Preserve Brownington's historical assets.
 - 1) Investigate the establishment of a design control district in Brownington Village.
 - 2) Inventory other historic assets in the Town of Brownington.
 - 3) Take advantage of Federal, State and local programs available for development or preservation of local cultural and historic assets.

- G. Insure the public health, safety and welfare.
 - 1) Draft and adoption of an All Hazards Mitigation Plan.
 - 2) Examination of the adequacy of emergency services by the Planning Commission

COMMUNITY PROFILE

Historic, Cultural, and Scenic Resources Perspectives:

The following chapter briefly describes the history of the region and the general physical conditions that currently exist, specifically with regard to historical resources and the various cultural institutions that are the Northeast Kingdom.

History

The first modern inhabitants of the region of what is now the Northeast Kingdom were the Abenaki – Native American groups who frequented the areas between Lake Champlain and the Connecticut River. Much of the Abenaki culture was centered near area rivers and lakes. Primarily, the region was used for hunting and fishing, with seasonal agriculture bordering the region's many lakes and rivers. At the time of European contact, Abenaki groups inhabited much of the upper Connecticut River Valley. Native American settlements at the time of these early contacts included: South Bay and Indian Point near Newport, Derby, East Charleston on the Clyde River, Barton on Crystal Lake, and Magog. The fur trade in the 17th and 18th centuries increasingly brought these indigenous groups into contact with Dutch, English and French entrepreneurs. The English eventually dominated much of the fur trade in the Connecticut River Valley, while the French controlled the St. Lawrence and Champlain Valleys. While the French came to the new lands as explorers, trades, and missionaries, the English arrived primarily as farmers and colonists. Yet, the Northeast Kingdom remained a relatively unsettled region throughout the French and Indian wars and the American Revolutionary period.

Orleans County is the largest county (715 sq. miles) in the region; the larger population centers in the county are Newport and Derby. For most of the 20th century, the Northeast Kingdom existed in relative isolation up until the 1970's, when Interstate 91 sliced its way northward. This essentially created two "gateway towns" to the area; improved access brings new residents and visitors to the area. The largest urban center is St. Johnsbury, where Interstate 91 enters the region from the south, Route 2 heads east to Maine, and Interstate 93 leaves for the White Mountains of New Hampshire. Newport, only six miles from the Canadian border, is the northern gateway community off I-91.

TOWN OF BROWNINGTON HISTORICAL PERSPECTIVES

The Town of Brownington was granted in 1782, and chartered in 1790. It does not appear to have been settled until 1796, when Peter Clark, a potter from Lyndeboro, New Hampshire, made his home near the present – day Samuel Read Hall House in Brownington Village. By 1799, the year the Town was organized, further settlement occurred in or near the Village, as well as in the east end of Town near the Westmore line. Although the Town was named for two original grantees, Timothy and Daniel Brown, the land, including a "gore" that later became the eastern tip of the Town of Morgan, passed through the hands of speculators before the various lots were sold to individual settlers. Most of these early settlers were of British descent, and came from southern New Hampshire and southern New England.

The "Timothy Hinman Road" was laid out in the early 1790's to connect Derby with the towns of southern Orleans County. This road followed the present-day course of the Churchill Road, connecting Derby to Brownington Village. In those days, travel and settlement tended to follow the ridges. From the start there was always some sort of non-agricultural economic activity, even in a hill town such as Brownington and the town supported both lumber and grist mills from the early 1800's. The arrival of the railroad in the 1850's followed a valley route, causing valley settlements, such as Barton and Orleans, to flourish at the expense of the ridges and hills. The transportation revolution was accompanied by an industrial revolution that called for larger amounts of waterpower than were

available in most of the town, with the exception along portions of the Willoughby River, including "Skunk Hollow," later known as Evansville.

Until 1816, Brownington was designated as a "half-shire town," and functioned, along with Craftsbury, as a county seat. The cellar of the present-day home of Harold and Claire Lyon was used as a jail, while court was held in a building nearby. A more permanent County Seat was established as Irasburg in 1816, and later moved to Newport. In the early days, (1800 – 1820), many settlers came from the Newport area to Brownington to receive their mail. During the 1800's, there were post offices in the Village, the Center, and in Evansville; now most mail comes through the Orleans Post Office.

In 1823, Brownington was chosen as the site for the Orleans County Grammar School, a secondary school designed to serve all Orleans County. The present-day Grange Hall, originally located north of the Congregational Church, served as the classroom building. The Rev. Alexander Twilight was hired in 1829 to be the school's Principal and served in that capacity for most of the time until his death in 1857. The school closed permanently in 1859. Twilight is known for his heroic role in the construction of a huge four-story granite block dormitory for the school completed in 1836. It is now known as the "Old Stone House" and is used as a County Historical Museum. Twilight is known nationally among black history scholars as the first African-American to graduate from a U.S. college, Middlebury 1823 and the first to serve in a state legislature when he represented Brownington in the Vermont House in 1836-37. Other notable people associated with Twilight's school were: Samuel Read Hall (1795-1877), a pioneer in the field of teacher training, who taught at the school during the 1850's and served as minister of the Congregational Church; and William Barstow Strong (1837-1914), who attended as a student and later became the President of the Santa Fe Railroad. It was Strong who erected the original observatory on Prospect Hill during the 1890's. The fact that Brownington never developed into a major center for the region, coupled with the proliferation of competing high schools elsewhere in the County, made it impossible for the County Grammar School to survive. For the last 133 years, Brownington residents have had to attend high school outside of town. Until 1967, most were sent to Orleans; since that time, the town has belonged to the Lake Region Union high school district, busing its students to a facility in Barton Town. The 1878 Beer's Atlas shows that there were six elementary school districts, each with its own small school. In 1966, the remains of that system were consolidated into a Central School for grades 1-8. Since that time, a Kindergarten has been added.

In the mid-1800's, Brownington began to lose many of its people to the economic lure of the cities and of the American west. This out-migration was somewhat offset by new, often French-speaking, and settlers from Quebec. As Quebec prospered, this source of settlement was largely dried up. During the past forty years, a new wave of settlers has emerged from urban areas of the northeast, particularly from the southern New England and New York City regions. In spite of the fact that Brownington's growth did not keep pace with that of valley towns such as Barton, Orleans, Newport and North Troy, there was a general increase in population until about 1870 (901), followed by one hundred years of slow decline. During the last three decades, population has again increased gradually, while the number of living units in Town has increased dramatically. Although Brownington Village and the nearby "north ridge" area were the first to be populated, by the 1850's there was a substantial settlement at Brownington Center. A substantial Methodist-Baptist Union Church was built there in 1854 (now Brownington Center Church). Evansville was named in 1871 for Joseph Evans. The extent to which the "frontier spirit" still prevailed at the time is revealed by the fact that the village was named for the winner of a tree-chopping contest. It was the availability of waterpower along the Willoughby River and the presence of a whetstone-manufacturing firm that included a now-abandoned quarry in the southeast corner of the Town, lumber mill and creamery that caused this village to flourish between the time of the Civil War and the Great Depression. In 1891 A Methodist Church was built; long-abandoned as a place of worship, it now serves as the museum portion of the Evansville Trading Post. Although manufacturing and retailing have played and continue to play a role in Brownington's economy, most Brownington residents now employed in these areas work outside of town. During 1802, the majority of Brownington residents were employed in agriculture within the town. Now, the majority of employment is in manufacturing elsewhere. During this century, the trend has been toward fewer and larger farms.

Present:

POPULATION PROJECTIONS:

Population figures indicate that the number of people residing in Brownington in the 1920's was 741. Between 1920 and 1970 the population declined to a low of 522 persons. A dramatic increase of 35.6% in the 1970's made up for much of the loss. The 1980's saw little change. The latest figures through 2010 fall back to about the same numbers as in the year 1990. The population trends, past and projected, are illustrated in Figure 1.

Figure 1 – BROWNINGTON POPULATION TRENDS, 1920 – 2000{1+}

<u>YEAR</u>	<u>POPULATION</u>	<u>ACTUAL</u>	<u>PERCENT</u>
1920	741	-	-
1930	697	-44	-5.9%
1940	689	-8	-1.2%
1950	673	-16	-2.3%
1960	599	-74	-11.0%
1970	522	-77	-12.9%
1980	708	+186	+35.6%
1990	705	-3	-0.4%
1997	786	+81	+11.5%
2000	885	+99	+12.5%

At the time of publication, the 2000 census was the most recent for Brownington's adult population. At that time, the figures indicated that the population aged, with an increase of residents ranging from the ages of 35 to 69+ years. Following a large decline in the 1980's, the figures from the last five years of the Brownington Census show a steady increase in the number of children residing in the town from 1995 through the present. These figures are illustrated in Figure 2.

Figure 2 – BROWNINGTON POPULATION AGE RANGE {3}

<u>AGE GROUP</u>	<u>1980</u>	<u>1990</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>
0 - 5 years	76	61	56	58	61	75	56
6 - 13 years	107	106	95	99	109	110	124
14 - 18 years	78	49	58	64	64	66	61
(Subtotal of children)	(261)	(216)	(209)	(231)	(234)	(251)	(242)
19 - 24 years	63	55	N/A	N/A	N/A	N/A	N/A
25 - 34 years	112	106	N/A	N/A	N/A	N/A	N/A
35 - 59 years	177	229	N/A	N/A	N/A	N/A	N/A
60 + years	95	99	N/A	N/A	N/A	N/A	N/A
TOTAL	708	705	N/A	N/A	N/A	N/A	N/A
# Of Families	N/A	N/A	108	120	118	129	131

In 1999, Orleans County had a population of 25,685, with three large communities making up almost half of the county total: Newport City, Derby, and Barton. All other towns in the county have populations less than 2,000 residents. Of the three counties in the Northeast Kingdom, Orleans has shown the most growth in population since 1990. It is the only county in the region, which exceeded the statewide growth rate. {4}

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- {1} "Vermont Population Projection." Vermont Health Care Authority. June, 1993.
 - {+} Vermont – An Economic-Demographic Profile Series. Vermont DET. June, 1999.
 - {3} Town of Brownington School Census. Joan Huguenin. 1999.
 - {4} Vermont – An Economic-Demographics Profile Series. Vermont DET. June, 1999.
 - {5} Ibid.
 - {6} Ibid.
 - {7} Ibid.
 - {8} Town of Brownington Grand List 1999
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INCOME:

Brownington is situated in Orleans County, which has one of the highest levels of poverty in the state at above 15%. The annual average wage for our county, (\$20,748 in 1997), is the lowest in the region and the third lowest in the state. The median adjusted income in Orleans County in 1997 was \$23,562. The same figure for Brownington was \$17,953. {6}

EMPLOYMENT:

Brownington is rated as a bedroom community, indicating that at least two-thirds of the work force is employed outside of the community. Compared to the rest of the Northeast Kingdom, Orleans County has a higher percentage of jobs in services and retail trade, which tend to have lower average wages. The county's job growth was less than 4% between 1990 and 1997, the lowest in the state. {7}

GENERAL LAND USE

Brownington is comprised of 18,231.99 acres, 45% of which is wooded, 24% of which is pastureland, and 21% of which is in cropland (see Figure 3 – Brownington Acreage.) {8} Some pastureland in Brownington may be open land but most is currently not active farm land and is being reclaimed by woods, making the majority of Brownington's land cover forested (see the Current Land Use Map, pg. .)

Figure 3 – BROWNINGTON ACREAGE

<u>TYPE</u>	<u>ACREAGE</u>
Woodland	8167.33
Pastureland	4401.73
Cropland	3943.70
Site (2 acres per house)	954.89
VT Dept. of Fish & Wildlife	296.50
Other	<u>467.84</u>
TOTAL	18,231.99

The general character of the town has been described by the residents as rural. Brownington is a blend of working landscape, forestland interspersed by active farmland, and residential and seasonal development. The majority of residential development occurs along the major travel ways in town (Frog Pond Hill, Hinman-Settler Road, and Routes 58 and 5A), and around the three villages (Brownington Village, Brownington Center, and Evansville.) One very special quality of Brownington is that many points in town afford spectacular views in all directions.

LAND USE ELEMENTS

A. FORESTRY and AGRICULTURE

Making up the vast bulk of the land area of the Town of Brownington and giving the countryside its rural character, it is a goal of this plan to preserve the working landscape and maintain forestry, agriculture and outdoor recreation as predominate land uses. To that end the Planning Commission shall investigate the minimum parcel sizes necessary to maintain the economic viability of these preferred uses and recommend a plan to prevent the subdivision of these parcels below that level.

B. VILLAGE CENTERS

The Town of Brownington has three identifiable village centers, Evansville, Brownington Center and Brownington Village which contain the Brownington Historic District, it is a goal of this plan to preserve its historical assets and concentrate village scale commercial and residential uses in these centers at such densities as on-site wastewater disposal can support. Target densities for the village centers are for no more than two dwelling units per acre.

PROPOSED LAND USE ELEMENTS

It is the purpose of this Plan to maintain current land use patterns and to encourage the location of residential and village scale commercial uses and increases in residential densities in our village districts.

IMPLEMENTATION OF LAND USE GOALS

1. The Brownington Planning Commission shall investigate the feasibility of implementing subdivision regulations and if found appropriate shall draft such regulations for submission to the Select Board.
2. The Brownington Select Board shall investigate the feasibility of appointing a historic or design-control district commission to assert local control and regulation of the Brownington Historic District.

TRANSPORTATION

EXISTING TRANSPORTATION FACILITIES

The road system in Brownington consists of a total of approximately 50 miles; the majority of these roadways are class 3 roads (58.6%) which consist of roads of sufficient surface, base, drainage and width to permit winter maintenance and use. The class 2 roads (22%) consist of roads that serve as links to surrounding improved highways. State Highways (14%) include Route 58, which is a link to Orleans and carries a majority of the traffic east and west across Brownington, and Route 5A which runs north and south and provides a link between Westmore and Charleston. There are several class 4 roads (3%) remaining in Brownington, these roads play an important role as residential and recreational resources.

FUNCTIONAL CLASSIFICATION

ARTERIALS

Interstate I-91-Brownington currently has no direct interstate access and will not seek such access for the foreseeable future.

Route 58 Evansville Road-road link to Orleans for the Town of Brownington and Route 5A.

Route 5A Willoughby Lake Road-road link to Charleston to the north and Westmore to the south.

MAJOR COLLECTORS

Hinman Settler Road-major north/south collector that funnels traffic into Barton and Derby, much of its length is gravel paved.

MINOR COLLECTORS

Old Stone House/School House Roads-east/west collector that funnels traffic to Route 5A and Hinman Settler Road, much of its length is gravel paved.

CONNECTORS

Moulton Road-serves as a connector to Coventry, its entire length is gravel paved.

Frog Pond Road-connector running from the Hinman Settler Road to the Village of Orleans and hard surface paved for its entire length.

Center Road-connector running from Brownington Center to the Village of Orleans and hard surface paved for its entire length.

Hunt Hill Road-connector between School House Road and Evansville and Route 58.

TOWN ROADS (all class three roads)

North to south, east to west-Moulton Rd., Old Cemetery Ln., Cleveland Rd., TH 17, West Rd., Baxter Ln., Birch Ln., Postman Ln., TH 9, Chapdelaine Rd., Glodgett Ln., Lafoe Ln., Dutton Brook LN., Wildwood Ln., Ticehurst Rd., Gaye Hill Rd., Chilafoux Rd., Pepin Rd., Candle Ln., Pond Ln., TH 32, Old Nadeau Ln., Davignon Ln., TH 35, Stevens Rd., Chase Rd., Ryan Rd., Kittredge Rd., Sawmill Ln., Poirier Ln., Whitting Ln., Whetstone Ln. Hunt Hill Road.

PROPOSED TRANSPORTATION FACILITIES

It is the goal of the Town of Brownington to extend the Hard surface paved portion of School House Rd. to the entry of Brownington Elementary School, replacement of the Evansville Bridge and to ensure the adequacy of the Town road network, as soon as possible.

IMPLEMENTATION RECOMMENDATIONS

- 1) The Brownington Road Department shall investigate State aid possibilities in funding the School House Rd. paving project and the replacement of the Evansville Bridge.
- 2) The Brownington Road Department shall work with the Planning Commission to establish targets for the completion of the School House Road paving project.
- 3) The Brownington Planning Commission shall work with Vtrans and NVDA to program the replacement of the Evansville Bridge and monitor the adequacy of major and minor collectors and development continues in the Newport-Derby areas and traffic burdens increase.

UTILITY AND FACILITY PLAN

EXISTING UTILITIES AND FACILITIES

Due to Brownington's relatively small population and resource driven economy existing utilities and facilities are basic with many amenities provided by far more populous surrounding towns. An accounting of our public facilities and utilities is listed below.

Educational Facilities-Brownington is served by an elementary school, Brownington Central School, with middle and high school age children sent tuition paid to middle schools in surrounding communities and Lake Region Union High School.

Recreational Facilities-Include state fishing access on Brownington Pond and Willoughby River, the Willoughby falls Wildlife Management area, the Brownington Historic District, the sports field at the Brownington Central School and the class 4 roads utilized for hiking, snowmobiling and cross country skiing. Much of the land suitable for outdoor recreation is in private ownership.

Water Supply and Sewage Disposal-Water supply and sewage disposal in the Town of Brownington is the responsibility of the property owner and all homes are served by private potable water and waste water systems. The State of Vermont Agency of Natural Resources has primary responsibility in the regulation and approval of these private systems.

Solid Waste Disposal-Solid waste is transported by residents or by private hauler to the landfill currently operated by Waste USA Inc. in neighboring Coventry VT.

EMS-Fire protection for Brownington is provided by Orleans Village FD, a dry hydrant is maintained at the junction of the Willoughby River and Dutton Brook. Rescue services are provided by Orleans Ambulance Service and are satisfactory as of this time. Police protection is provided by the State Police and under contract with the Orleans County Sheriff's Department. Effective 911 addresses have been established. A rapid response plan has been written for the Town and is located in the Town Clerk's Office and is appended to this Plan.

Town Garage-The Town of Brownington operates a Road Department housed in a leased garage facility. Brownington is working on land for a town garage.

Communications-Brownington is well served by conventional telephone landlines, coaxial cable television and digital satellite, however telecommunications is currently inadequate for modern home business and telecommuting applications.

OUR PUBLIC FACILITIES AND UTILITY GOALS

- 1) Improve the utility of the Central School as an institution of public education, public meetings and emergency shelter.
- 2) Expand and integrate recreational resources and facilities.
- 3) Insure the adequacy of water supply for fire fighting.
- 4) Provide adequate facilities for the Road Department, animal control and Recycling program.
- 5) Provide for modern T-1, cellular and broadband data and voice transmission.

PROPOSED UTILITIES, FACILITIES AND IMPLEMENTATION RECOMMENDATIONS

- 1) The School Board shall investigate possible funding sources for the construction of a gymnasium for educational, public and emergency use.
- 2) The Select Board and Planning Commission shall pursue grant funding for shelter emergency generators.
- 3) The Planning Commission shall undertake the identification, inventory and mapping of ancient or "forgotten" class 4 roads and legal trails toward an integrated multi-use trail system.
- 4) Provide information to landowners regarding the Vermont Landowner Liability Law to encourage continued public access to private lands.
- 5) Select Board and Planning Commission shall study the availability of firefighting water supplies, recommend locations and install dry hydrants where needed.
- 6) Select Board shall investigate options for the construction of public building or buildings to house Road Department equipment and operations, a recycling transfer station and possibly an animal shelter and propose such facility to the voters.
- 7) The Select Board and Planning Commission shall pursue grants and program participation for the provision of wireless and broadband communications.

HOUSING

EXISTING HOUSING CONDITIONS

According to 2000 Census figures there are 337 occupied housing units in the Town of Brownington of which 295 (87.5%) are owner occupied and 42 (12.5%) are renter occupied. Of the rental homes in Brownington's housing stock the median rent was \$419. Further the dwelling units in Brownington were exclusively single family dwellings either stick built or mobile units. What is of concern is the statistic that 50% of renters in the Town pay 35% or more of gross income in rent. As is the case in most of the State there is a rental housing shortage.

HOUSING GOAL AND OBJECTIVE

Brownington is dominated by owner occupied dwellings and will continue to be so for the foreseeable future. The Town relies on the Act 250 process for the permitting of new housing stock and accessory apartments and the shortage is largely a state created issue, however the Planning Commission shall investigate the draft and recommendation of a subdivision bylaw that would insure village densities would increase to the carrying capacity of the land and thereby lower land costs associated with housing.

ENERGY

Brownington is a net energy importer in an era of increasing energy costs. An adequate supply of energy at an affordable cost is critical to the maintenance of existing enterprises and the attraction of new ones. There is an effort to develop wind resources on both a small and large scale, while Brownington wishes to maintain the viewshed that constitutes a major resource, there is room for small wind generation on towers less than 100 feet tall. Currently shopping generally entails a vehicle trip which burns gasoline and adds traffic to the regional road system.

ENERGY GOALS, OBJECTIVES AND IMPLEMENTATION

- 1) The Town of Brownington shall encourage local small scale development of wind resources; the Planning Commission shall obtain the wind resources mapping for Orleans County and make it available in the Town Clerks Office; the Select Board shall support appropriately scaled wind power applications before Act 250 and PSB proceedings.
- 2) The Town of Brownington shall encourage the establishment of village scale commercial and service enterprises that will reduce vehicle use.

PRESERVATION OF RARE AND IRREPLACEABLE AREAS, SCENIC AND HISTORIC FEATURES AND RESOURCES

RARE AND IRREPLACEABLE AREAS

Brownington shares Brownington Pond with the Town of Derby to the north, the Brownington shore of the pond is largely underdeveloped. Brownington also contains a stretch of the Willoughby River which once powered industries in the Evansville area. Wetlands are a common feature and provide moose and beaver habitat. Most of Brownington's land area is farm and forest land which is a rapidly disappearing resource in much of the state.

PRESERVATION GOALS AND OBJECTIVES

- 1) Inventory rare and irreplaceable areas, wetlands, pond shore lands and riparian buffers; The Planning Commission shall undertake such an inventory utilizing state and local resources and through the plat approval process if and when a subdivision bylaw is approved.
- 2) Maintain large parcels of viable farm and forest land through minimum lot size provision in a subdivision bylaw if and when approved.

SCENIC AND HISTORICAL FEATURES AND RESOURCES

Brownington is home to long scenic vistas in much of the Town, such a viewshed is a valuable tourist and recreational resource and should be preserved. Brownington contains the Old Stone House and Brownington Historic District which is made up of the Alexander Twilight House, the Lawrence Barn, Museum education Center, Cyrus Eaton House, Samuel Read Hall House, Brownington Congregational Church and Cemetery, Prospect Hill Observatory Tower, Rice and Going Hotel and Orleans County Grammar School, this is clearly an impressive assemblage of historic buildings and sites and a valuable resource to be managed and protected.

PRESERVATION GOALS AND OBJECTIVES

- 1) The Brownington Planning Commission should inventory viewshed resources which would then be protected by intervention by the Select Board in Act 250 and PSB proceedings.
- 2) The Brownington Select Board and Planning Commission shall seek to protect the integrity of the Town's historical district and assets and establish more direct local control over those assets through the investigation of the appropriateness of the establishment of a Design Control District to include the established Brownington Historical District.

RELATIONSHIP TO NEIGHBORING TOWNS' AND REGIONAL PLAN

Brownington is adjacent to six municipalities: Westmore, Derby, Coventry, Charleston, Barton and Irasburg. All of these towns have some impact on Brownington which is in fact a bedroom community of the larger towns of Derby, Barton and the City of Newport.

WESTMORE

Due to the rural nature of land use along the boundary between Brownington and Westmore the Planning commission does not anticipate any major impact as a result of development on either side of the town line. Route 5A, a minor arterial north-south road may be a possible area of cooperation for future transportation needs.

DERBY

Derby's economic growth is expected to have the greatest impact on Brownington. The Derby Town Plan states "The Derby Planning Commission should meet periodically with their counterparts in adjoining communities to discuss their mutual interests and concerns". Growth in Derby will doubtlessly place increasing traffic burdens on the Hinman Settler Road and possibly increase housing demand in Brownington. Brownington shares Brownington Pond with Derby and in contrast to the large parcel orientation of Brownington in this area, Derby's zoning bylaw facilitates shoreline development with high densities and small lakeside lot sizes. The Town of Brownington has much to discuss with the Town of Derby.

COVENTRY

Due to the rural nature of land use along the boundary and the I-91 right of way, the Planning Commission does not anticipate any major impact as a result of development on either side of the town line. The regional landfill does provide one area of mutual interest.

CHARLESTON

Due to the rural nature of land use along the boundary between Brownington and Charleston the Planning Commission does not anticipate any major impact as a result of development on either side of the town line. Route 5A may be a possible area of cooperation for future transportation needs.

BARTON

The Village of Orleans within the Town of Barton provides the closest concentration of employment and shopping opportunities to the Town of Brownington. Road connections with Barton are the most highly developed for Brownington and the Towns are linked by education facilities and EMS provision. High level contact between the Towns should be maintained.

IRASBURG

Irasburg is only mentioned here because of its short boundary with Brownington. The two towns share no direct road connection, land uses are rural on both sides of the town line and Irasburg is completely isolated from Brownington by the I-91 right of way

THE REGIONAL PLAN

Brownington is within District 7 of the Department of Environmental Conservation. Act 250 constitutes the major form of regulation over development in the Town of Brownington. The regional Planning Commission for the district is the Northeastern Vermont Development Association (NVDA). NVDA provides technical assistance to the member municipalities and has developed a regional plan. The regional plan states that rural development should take place in ways that: minimize impacts on the

rural character, do not strain municipal services, built along existing roads that can handle the traffic burden generated and discourages strip development. Brownington's Town Plan is in conformance with these regional plan elements and while a thin document is well suited to our citizens and needs.