

**TOWN OF COVENTRY
NOTICE OF PUBLIC HEARING**

Notice is hereby given to the residents of the Town of Coventry, VT that the Coventry Planning Commission will hold a public hearing in the Coventry Community Center on **Monday, April 8, 2013 at 6:00 p.m.** This hearing will be held for public review of and comment on the proposed revisions to the Coventry Town Plan pursuant to Title 24 VSA, Chapter 117.

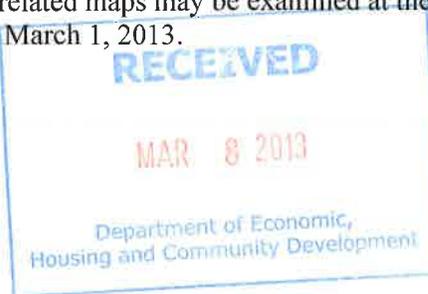
The purpose of the proposed Coventry Town Plan is to provide for the future growth and development of the Town of Coventry in a manner that is fiscally and environmentally responsible. The proposed Coventry Town Plan, if and when adopted, will affect all lands within the Town of Coventry. Copies of the Town Plan will be available at the Town Clerk's Office. Comments may be submitted in writing to: Coventry Planning Commission, 168 Main Street, P.O. Box 104, Coventry, VT 05825.

COVENTRY TOWN PLAN

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Copies of the proposed Coventry Town Plan and the related maps may be examined at the office of the Coventry Town Clerk. Dated in Coventry, Vermont, March 1, 2013.



Clerk.
7067 0220 0002
8409 8568

Coventry Planning Commission Reporting Form for Municipal Plan Amendments

This report is in accordance with 24 V.S.A. §4384(c) which states:

“When considering an amendment to a plan, the planning commission shall prepare a written report on the proposal. The report shall address the extent to which the plan, as amended, is consistent with the goals established in §4302 of this title.

The Coventry Planning Commission has updated the Coventry Town Plan to: 1) incorporate 2010 U.S. Census data; 2) address economic development projects that are currently proposed for the area and meet the new Economic Development element requirement; 3) encourage that future growth is targeted to areas of the community that can best accommodate that growth.

If the proposal would alter the designation of any land area, the report should cover the following points: The Town of Coventry has not adopted local zoning. The updated plan does recommend that future development should occur in areas that are already developed with appropriate infrastructure. These areas for housing and commercial development are identified on a Future Land Use map.

1. *The probable impact on the surrounding area, including the effect of any resulting increase in traffic, and the probable impact on the overall pattern of land use.*

The Newport State Airport is expected to see an increase in aviation related commercial development and warehousing and this will likely lead to a gradual increase in traffic on Town Hwy 16 (Airport Rd.) moving to/from the City of Newport to the north. Similarly, as large developments planned for the City of Newport come to fruition, it is likely that some new residents will choose to locate in Coventry as it adjoins Newport to the south, and has a low municipal tax rate.

2. *The long-term cost or benefit to the municipality, based consideration of the probable impact on:*

(A) *the municipal tax base; and*

The Town of Coventry is interested in expanding and diversifying its taxable base. The Town receives a significant amount of tipping fees from the landfill, but this facility has a limited life. Commercial development at/near the airport would create employment opportunities for local residents. If additional families move into the community, this will also help the local elementary school – a facility that has room to take on many new students

(B) *the need for public facilities;*

The Town of Coventry is currently considering forming its own fire department rather than contracting with neighboring communities as it has done in the past. The Plan also recommends the exploration/study of a community water/wastewater system which would be important to accommodate denser development in the Town.

Please Note:

- ❖ The planning commission must hold at least one public hearing within the municipality after public notice on any proposed plan or amendment.
- ❖ At least **30** days prior to the first hearing, a copy of the proposed plan or amendment and the written report must be delivered with proof of the receipt, or mailed by certified mail, return receipt requested, to each of the following:
 1. the chairperson of the planning commission of each abutting municipality, or in the absence of any planning commission in an abutting municipality, to the clerk of that municipality;
 2. the executive director of the regional planning commission of the area in which the municipality is located;
 3. the Department of Housing and Community Affairs within the Agency of Commerce and Community Development; and
 4. business, conservation, low income advocacy and other community or interest groups or organizations that have requested notice in writing prior to the date the hearing is warned.
- ❖ The planning commission may make revisions to the proposed plan or amendment and to any written report, and must thereafter submit the proposed plan or amendment and any written report to the legislative body of the municipality.
- ❖ If the legislative body changes any part of the proposed plan, the planning commission must submit to the legislative body, at or prior to the public hearing, a report that analyzes the extent to which the changed proposal, when taken together with the rest of the plan, is consistent with the legislative goals established in 24 V.S.A. §4302.
- ❖ Simultaneously with the submission, the planning commission must file with the clerk of the municipality a copy of the proposed plan or amendment, and any written report, for public review.

TOWN OF COVENTRY

MUNICIPAL PLAN

ADOPTED BY THE
TOWN OF COVENTRY
BOARD OF SELECTMEN

ON _____

This copy of the Coventry Town Plan is a working draft
and, as such, has not been adopted by the Coventry
Selectboard

Draft date 1/23/2013

TOWN OF COVENTRY VERMONT
MUNICIPAL PLAN

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1. MUNICIPAL PLAN INTRODUCTION

A. Our Changing Times

In the year of 1860 Coventry had reached what was to become known as its "hay days." History shows us that the town hit its second highest population level, 914 residents, during the 1860s and 70s. Coventry residents maintained 135 farms during this time period. The railroad brought supplies and passengers into Coventry Station and picked up the Town's products; cheese, butter, and lumber to be distributed around Canada and New England. Coventry maintained ten schools, two Post Offices, two churches, at least two sawmills, a hotel, and a host of small shops. The Town's population began to decline in 1880. For the next 80 years the population continued to fall, until it reached 458 in 1960. After that time, new homes then began to spring up. Families moved into town and the school's student population began to increase. This new growth saw Coventry reach its highest population ever in the year 2000 with over 1,000 persons.

There had been many changes over the past 80 years leading up to this new growth period – railroad, trucking, and then automobile transport became commonplace. We had become a mobile society. Local farming also experienced dramatic changes. By 1976 the number of farms in the Town had decreased from 135 in 1860, to 32. In addition, the farm acreage had dropped from a high of 18,610 in 1880, to 7,282 by 1976. Since 1976 these numbers have decreased even more. As of June of 2010 there were only 13 farms. The majority of these farms now sell milk to nearby cooperatives. In 1980, only 19% of the Town's labor force was working within Coventry's borders, and as of 2000, this percentage has remained at 18%. In the years between 1960 and 2000, the town population increased 121% up to 1,014 persons. However, the 2009 population estimate reveals a decline to 984 persons.

Since a town plan was adopted in 2003 and re-adopted in 2009, much has happened in Coventry that is worth mentioning. In the early 2000's the Planning Commission conducted a survey to test the idea of adopting a zoning bylaw, but this was rejected by a majority of Coventry voters. Improvements at the Newport State Airport have happened and more are planned. These include access road improvements, a new terminal building, hangars, and lengthening of one of the two runways (expected to occur in 2013-2014). The Coventry Town Foundation, created in 2002, works to enrich the lives of Coventry's residents and has sponsored a flu clinic, lead testing of children's toys, provided vouchers for free vegetable seeds, and scholarships to 22 students. Today, the Town now looking forward to the establishment of a Foreign Trade Zone to improve the local and regional business climate.

The Coventry Planning Commission has addressed many issues over time and hopes to keep the community moving forward by refining this municipal plan.

B. Coventry's Municipal Plan

This municipal plan will provide the reader with a textbook view of the Town's natural resources, its housing and population trends, its heritage, and the role that the town plays in the surrounding region – all elements that the Town must consider to comply with Vermont planning

- To promote, protect the historic character of the Village of Coventry by maintaining existing historic structures and encouraging within the Village development that will harmonize with those existing structures. ***[Priority: high]***
- To support the continuation of farming in the town including the creation of a community garden where residents can grow their own food. ***[Priority: high]***
- To support the development of value-added agricultural enterprise(s) within the community. ***[Priority: high]***

2. TO DEVELOP PROGRAMS TO PROMOTE RESIDENT'S HEALTH, SAFETY, AND WELFARE:

- To continue to enhance the quality of education offered to both the Town's youth and adults. The Coventry Town Foundation provides scholarships to college students and will pay 50% of a person's membership to Indoor Recreation of Orleans County (IROC). ***[Priority: high]*** – In 2010, all Orleans County youth residents receive free memberships to IROC.
- To provide a town highway system and traffic patterns that are both safe and well maintained. ***[Priority: high]***
- To consider the adoption of a noise ordinance to protect the residents from excessive noise, including traffic noise, during certain hours of the day. ***[Priority: moderate]***
- To maintain a high quality environment by reducing the visual, water, and air pollution. ***[Priority: moderate]***
- To consider the creation of a municipal community wastewater system to serve the village area of town. ***[Priority: low]***
- To enhance the Town's recreational opportunities and promote responsible and appropriate use of all off-road vehicles to include snow machines, dirt bikes, ATV's, etc. ***[Priority: low]***
- Research and determine ways that the Town of Coventry can operate in a manner that is environmentally sound. ***[Priority: moderate]***
- Promote the development of safe and affordable child care centers in the community. ***[Priority: moderate]***
- To mitigate flood hazards within the community to protect people and property ***(Priority: high)***.
- To support art, cultural, and historic preservation efforts within the community.

3. TO INSURE THE TOWNS' ECONOMIC WELL BEING:

- To keep the Town's tax rate within the limits of its residents' ability to pay. ***[Priority: moderate]***
- To encourage non-polluting industries and small businesses to locate in the community. ***[Priority: moderate]***
- To support the continued growth of the community, within the limitations of the Town's natural resources. ***[Priority: low]***
- To support the expansion and development of the Newport State Airport in a manner that will create both commercial and industrial development that will benefit the Town of Coventry and the surrounding area. ***[Priority: moderate]***
- To support the establishment of a Foreign Trade Zone area for the Northeast Kingdom region to create new opportunities for business growth and job creation. ***[Priority: high]***

Coventry's rolling hills still provide rich soils, which currently support the Town's 13 farms. These farms use and maintain approximately 3,538 acres for their crop and pasturelands.

The Town's woodlands cover 1,475 acres. Logging operations continue to provide a number of the Town's residents with employment. Some of the wood, harvested from these lands, is milled at the sawmill that is located in Coventry.

Coventry's population has grown dramatically since 1960, increasing from 458 in 1960 to 806 in 1990 to 1,086 persons in 2010. The 237% growth in population from 1960 to the present seems to stem from a combination of increase job opportunities in neighboring communities and the relatively low taxes and affordable cost of living in Coventry and school choice. Many new homes were built in Coventry to house the Town's new residents. In 1960 there were 134 housing units in town. The latest 2010 Census figures tell us that there are 431 houses in Coventry, with 357 of these being owner-occupied.

Coventry provides its children with their first nine years of education by supporting a relatively new K-8 school building built in 1995. Enrollment at the school for the 2009-2010 school year was 89 students. Coventry's students in grades 9-12 are tuitioned to the high school of their choice. While most of the grade 9-12 students attend either Lake Region Union High School or North Country Union High School, Coventry has tuitioned students to other schools as well, including the St. Johnsbury Academy and a high school in Stanstead, Quebec. Students have also been tuitioned to high schools in areas as far away as Italy and Vancouver, BC! The Town's total student population, grades K-12, went from 143 students in 1980, to 199 students in 2001-2, but dropped to 149 students in the 2009-2010 school year.

Waste U.S.A., a privately owned landfill site, which has been developed on a tract of land bordering Town Route 2, handles solid waste disposal for Town, the region and for an estimated 60 percent of Vermont.

The town is served by 16.4 miles of State Highways and 36 miles of Town Highways.⁷ Interstate Highway 91 runs the length of the Town's eastern border but does not offer the Town an interchange for access.

A division of Pike Industries; the Newport State Airport; and the Calkins asphalt and gravel works, are all located in Coventry. Coventry is also the home of a trucking company; a bed and breakfast, and several other smaller home occupations including Fred Webster's Farm Museum. The Town's last grocery store closed its doors in 1977. Most of the goods and services that are required by the Town's residents are available in Newport, Orleans, or Derby.

The South Bay Wildlife Management Area, a tract of land bordering the South Bay of Lake Memphremagog is controlled by the State of Vermont. An additional tract of land that parallels the shores of the Black River has been designated as a wetland district and is also under the protection of the state. Both of these areas may be entered for limited recreational uses.

As a small town trying to grow, Coventry was not without its share of tragedy. In June of 1816, a frost and a fall of snow totally destroyed the foliage and the farmers' crops. No crop survived to reach maturity, and the trees failed to put forth-new foliage. The winter of 1816 saw the settlers reaching out to help their neighbors with what means they had.

July 1913 brought a fire that left the hotel, a store, and two apartments in ruins. The store later opened when another building was moved to the site. The hotel, however, was never to be rebuilt. Within two years, another fire destroyed two houses and the schoolhouse that was located across the street from the location of the first fire.

In November 1927 the area was hit with an unexpected downfall of rain; the rain continued to fall and the water continued to rise. Due to the number of waterways in Coventry, floodwaters claimed lives, property, and roadways. Many businesses, homes, and bridges were swept away by the Black River. Two fatalities occurred on the Coventry Road (Route 5) when a man and his son drowned after the wagon they were riding in overturned.

Coventry's economy was built upon agriculture and forestry. Even today, a large portion of Coventry's acreage is farm or timberland. In 1860, there were 135 farms in town; that number dwindled to 32 by 1976, and in 1990 there were approximately 25 farms still in operation. As of April 9, 2009 the number of farms in Coventry had dropped to only 6.

Sawmills seem to have been in town since 1801, when the first mill was erected on the Day Brook. In 1803, a larger and better mill began to operate on the upper falls of the Black River. Another came into existence in 1822. This mill was built by Calvin Harmon and his brother and remained in the family for over 100 years. In 1960, a new mill was built on Route 5; although the building remains, it is no longer used for a milling operation. Drown's Lumber was established in 1975, and is still operating as a mill, even after having three fires in the past fifteen years. Since 1975, Drown's Lumber has had two name changes. With the first change, the mill's name became LaBranch and now it is called Rolenco.

The Coventry Common in itself is rich in history. Now the site for Town gatherings or events, it started as a piece of land donated by Calvin and Daniel Harmon. The town and the Harmons made an agreement that the town would clear the stumps from it. Since this work was proceeding at a snail's pace, it was decided that if a man got intoxicated he would do penance by digging out a stump a day. This method proved to be a way of getting the job done at a much speedier pace! In 1912 Riley E. Wright gave to the Town a memorial monument to honor Coventry's soldiers in the wars of our country. The six pound brass field piece cannon and carriage which graces the common, was presented to the town by the State of Vermont. This cannon formerly belonged to the Militia Company known as the Frontier Guards at Coventry during the years 1857-61. The Guards were commanded by Captain Azariah Wright; Hartford Hancock, Augustice West, and John H. Thrasher were lieutenants; and Dr. D.C. Blanchard was clerk. A memorial boulder honors Coventry's World War I soldiers and was unveiled in June of 1921. In 1948 a memorial to World War II soldiers was placed between the other two monuments in the common. More recently, in 2004, what was billed as the final concert of the music band Phish was held in Coventry on August 14-15. The concert was the single largest gathering of people in the town's history. Some fans had to be turned back due to heavy rains. Even so, with 65,000 attendees

Soils play a major role in our environment. Each soil classification has its own strengths and limitations. In town planning, consideration must be given to a soil's ability to support a proposed use. The most common effect caused by over development of a classified soil is surface and subsurface water pollution.

A soil's ability to withstand and process sewage effluent is, therefore, of major concern. Currently, the State's subdivision laws require a review of all development projects. This process includes a review of the project's soils and requires an engineered septic system design, where applicable.

The State of Vermont's Act 250-review process reviews all aspects of a soil's ability to support the proposed use. Consideration is also given to the land's agricultural classification. Under this process, high quality agricultural soils are identified and can be preserved.

The Town of Coventry contains 11 of the 12 soil associations displayed on the Orleans county general soil map. The general soils map associated with this plan shows patterns of these soils that are unique in particular areas.

The U.S. Soils Conservation Service soils map can be used to identify the *general* areas where each soil type exists within the town. A detailed soil map, plus an onsite determination should be used for an accurate soil assessment for a small parcel of land.

Soil mapping data now exists for all areas of Coventry and Orleans County.. The Soils Map Associations Reference Guide will describe each of the soils that have been identified in the Town of Coventry.

SOILS MAP ASSOCIATION REFERENCE GUIDE

1. Lyman-Tunbridge-Peru Association; Shallow to very deep, strongly sloping to steep, somewhat excessively to moderately well drained loam soils, low in lime and with bedrock or a hardpan usually within a depth of 3 feet.
- 2 & 3. Peru-Cabot Association; Very deep, gently sloping to moderately steep, moderately well to poorly drained loamy soils, low in lime and with hardpan usually within the depth of 3 feet.
4. Cabot-Peru Association; Very deep, gently sloping to strongly sloping, poorly to moderately well drained loamy soils, low in lime and with hardpan usually within a depth of 3 feet.
5. Lupton-Wonsqueak-Peacham Association; Very deep, nearly level, very poorly drained, organic and mineral soil, usually found in floodplain depressions.
6. Fullam-Cabot Association; Very deep, gently sloping to moderately steep, moderately well to poorly drained loamy soil, medium in lime and with hardpan usually within a depth of 3 feet.
7. Cabot-Fullam association; Very deep, gently sloping to strongly sloping, poorly to moderately well drained loamy soils, medium in lime and with a hardpan usually within a depth of 3 feet.

The Coventry Planning Commission is concerned about the possible impacts on water quality that could be caused by agricultural runoff and runoff from residential and industrial ridgeline developments in the watershed area. This runoff, which may be contaminated with agricultural wastes and chemicals, has the potential of contaminating both surface and ground water supplies. Such contamination is a serious issue and can cause a number of health and water quality problems for people and wildlife. Alder Brook is one water resource that is impaired by industrial runoff.

Waters from all the watershed areas in the Town serve the residents of Coventry in many ways. Surface and subsurface waters are used as drinking water and water for livestock. The water retention qualities of these watersheds help to maintain an even distribution of the area's water. Plant life in these areas serves to deter natural erosion and to filter the water as it enters the low-lying retention areas, providing outstanding habitat for wildlife populations. The natural ecological balance of these watersheds can be easily disturbed by the introduction of residential, industrial, and/or agricultural pollutants. Poor development design and construction practices can also have a dramatic effect in these fragile areas. The State of Vermont's forest and land use reimbursement programs require a forest management plan that will ensure that non-polluting land use practices are developed. These programs recognize the fact that pollution within watershed areas can be transmitted through the area's surface and subsurface waters and affect vast areas of the region. Coventry Falls and Lower Falls are important natural scenic water resources in the community that should be protected.

This is the reason that watersheds and their accompanying wetland areas are considered to be fragile areas. We believe that providing the citizenry with the facts concerning these vital natural resources will create an effective deterrent against the misuse and/or pollution of our watershed and wetland areas.

WETLANDS MAP LEGEND

P – PALUSTINE

RB – ROCK BOTTOM

1. Bedrock
2. Boulder

UB – UNCONSOLIDATED BOTTOM

1. Cobble/Gravel
2. Sand
3. Mud
4. Organic

AB – AQUATIC BED

1. Submergent Alga
2. Submergent Vascular
3. Submergent Moss
4. Floating Leaves
5. Floating

5. Dead

6. Deciduous

7. Evergreen

FO – FORESTED

1. Broad-leaved Deciduous

2. Needle-leaved Deciduous

3. Broad-leaved Evergreen

4. Needle-leaved Evergreen

5. Dead

6. Deciduous

7. Evergreen

OW – OPEN WATER

1. Unknown Bottom

MODIFYING TERMS WATER

REGIME (1)

A. Temporary

B. Saturated

efforts under the guidelines of this municipal plan. The Planning Commission will discourage any proposed land use that may infringe on the wetland's ability to perform its functions. Coventry will also continue to support the State's management of these areas.

H. Man-Made Land Uses

Located south of the intersection of Routes 5, 14, and the Coventry Station Rd and west of Route 5 is the Village of Coventry. This area is mainly a concentration of residential land uses with a mixture of commercial, industrial, governmental and semi-public land uses. The commercial/industrial uses include a diner and a trucking business. This area also includes the Post Office, the town office building and, at one time, the Town's elementary (K-8) school. The old school occupied two buildings, but with the completion of the new school, both buildings have been converted into apartments. The new school building is located on the eastern side of Route 5 near the southern end of the Village. The Village area serves as the hub of the Town's social activities.

As indicated, the Town of Coventry functions as a bedroom community primarily for the nearby employment centers of Newport City, Derby, and Orleans. Coventry's residents also commute to other employment centers such as St. Johnsbury, Montpelier, and beyond. Therefore, residential land uses are perhaps the most predominant land use in Coventry with residences scattered throughout the Town.

While the Village of Coventry does have some commercial/industrial land uses, the major commercial/industrial land use areas are located along Route 14 and the Airport Road. As one drives north on Route 14 from Route 5 one will find the Pike Asphalt plant and then the Calkins Sand and Gravel operation. Just off Route 14 on the Alder Brook Road is Carroll Concrete. Finally, on the Airport Road is the Newport State Airport and the Waste USA solid waste landfill.

That part of Coventry that lies east of the Airport Road is very rural with very little development. A large percentage of this area is occupied by the South Bay Wildlife Management Area. In addition, approximately half of this area is subject to flooding according to the September 1985 flood hazard area maps published by the Federal Emergency Management Agency making much of this area less than ideal for development. Due to this area's limitations for development, the western side of town seems much more suited for development.

I. Conclusion

The majority of Coventry's future development should occur along or west of the Airport Road as much of that area east of the Airport Road is either wetland or has limited access. Commercial land uses should be encouraged in the Village area but not in the floodplain. Commercial / industrial uses already exist along Route 14 and the Airport Road; therefore these areas would be suited for additional uses of a similar nature. The area surrounding the Pike plant and the gravel pit on Route 14 area would seem to be the best place to locate heavy industrial land uses that require trucking. Route 14 is already a trucking route with considerable truck traffic. The Airport Road, on the other hand would be a better location for lighter industrial / commercial uses that

Coventry is considered a rural bedroom community. There are still 13 farms in operation according to grand list data. Coventry has a relatively new school building for their children's K-8 education, while high school students in grades 9-12 attend schools in the neighboring communities. There were a total of 149 students today (2009-10 school year). The number of housing units in Coventry increased from 283 in 1990, to approximately 477 in 2010, a 168% increase. The population has increased by 134% (from 806 to 1086) over the same time period.

B. Population and Development Trends

The population and housing trends table at the end of this chapter provides the actual housing and population statistics developed by the Town's current growth trend.

The chart below shows the relationship between the growth in housing, population growth, and the corresponding growth in the student population.

The Plan's Historical Profile outlines the changes that have occurred to Coventry over time. History tells us that as business began to fall off in the early 1900's, Coventry's residents moved out of town, to find employment elsewhere. The lack of mobility formed a natural population growth control. Today, we live in a mobile society. The Town's residents can travel to neighboring business communities for their employment. These communities also offer Coventry's residents a wide range of goods and services. Small town businesses find it hard, and in most cases impossible, to compete with these larger companies. The rural towns can and do supply the additional housing needs of these business communities. Therefore, small towns like Coventry become bedroom communities. Census figures from 1980 show that while 72% of Newport's population age 16 and over worked in Newport and 40% of Derby's population age 16 and over worked in Derby, only 19% of Coventry's population 16 and over lived and worked in Coventry. Since 1980 these numbers have changed very little. The 2010 Census indicates that of the age 16 and over population (540 persons) in Coventry, 85.7% of these people work outside of the community. This percentage has increased from the 68.2% (346 persons) in 1990. While the business communities receive the financial benefits of the area's increased population; the rural bedroom communities must provide the services that are required by the people that work in the neighboring communities. It is also obvious that the growth trends within these bedroom communities are controlled, in a large part, by business and commercial growth in neighboring communities.

TABLE 1: POPULATION AND HOUSING 1970 TO 2010					
Year	Total Town Population	Student Population			Total Housing
		K - 8	9 - 12	Total	
1970	492	108	34	142	127
1980	674	88	53	141	171
1990	807	125	54	179	280
2000	1,014	124	74	198	435
2010	1,086	89	60	149	477
% Increases					
'70-'80	37.0%	-18.5%	55.9%	-0.7%	34.6%

environmentally friendly businesses and the continuation of limitations on residential development.

Most of the indicators seem to point to the conclusion that the town of Coventry will continue to gain population during the coming years, but primarily through in-migration and residential development.

Factors Indicating Coventry's Continued Population Growth

1. Comparatively low taxes
2. Limited development restrictions within the Town
3. Quality education system
4. Unique rural setting and friendly residents
5. Adequate inventory of undeveloped lands
6. Increased Canadian retail trade
7. Continuing growth in neighboring business centers
8. Ease of accessibility to goods and services
9. Town's birthrate averaging ten children a year

Factors That Could Slow or Halt Population Growth

1. Slow recovery from current recession
2. Continuation of a high unemployment rate
3. Substantial reductions in State Aid to Education (this could cause a dramatic increase in the Town's property taxes)
4. Repeal of the Canadian goods and services tax
5. Future closings in the region's business communities
6. Equalized evaluation of the U.S. and Canadian dollar
7. Additional increases in the Vermont sales tax

D. Conclusion

Taxes from farmlands, forest lands, and commercial sites help to offset expenses brought on by a community's residential growth. Maintaining a balance between residential and non-residential development is essential in planning for a community's economic security. When a town like Coventry becomes a bedroom community, it must try to offset its long-term educational expenses, (see Economic Profile chapter) by diversifying its tax base, by increasing its non-residential tax base. If this is not done, the inflated property tax may soon cause the low-income portion of the population to leave the town.

In the early 1990's it became apparent that the Town's K-8 facility had reached its maximum student capacity. As a result of this, the Town started looking into the idea of replacing the two school buildings being used at that time with a new building. This work culminated in 1995 with the construction of a new school building that is perhaps 3 to 4 times larger than the former buildings.

The school is located at the south end of the Village and was designed using a Vernacular Georgian style and has a "T" shaped footprint. The building was designed with 9 large classrooms, music and art room, a library and media room, a large special education room, a reading recovery training room with a one way window, and a full court gym with bleachers. Finally, this building has been designed to allow the creation of additional classrooms in the attic space.

The Town of Coventry takes great pride in its new school and the Town's support has been very generous. The Parent's Club raised funds to pay for the bleachers in the gym as well as the playground equipment. The Town, as a whole, paid for the ball field. The Coventry School is also very fortunate to have the Edmunds / Douglas / Price Endowment. Income from this endowment has been used to purchase a piano and snowshoes for the school.

The school offers a number of after school activities for student assistance and enrichment. These activities include dance, French, science, art, math and reading (reading is for grades 3 - 8 only). The funds to support these activities come from one or more grant programs.

The Coventry School also provides its students high quality lunches. Having a high quality lunch program is important as nutritious meals help to keep the students alert and helps them to think and reason. This plan encourages the continuation of these high quality lunches.

Daycare services are important for single parent families and those families where both parents work for the care of preschool children and for after school care for school age children. However, according to a 2012 on-line database of daycare providers maintained by the Department for Children and Families, there are no registered child care facilities in Coventry. This could be a problem for families with children who are too young to care for themselves. While the Town of Coventry cannot mandate the establishment of child care centers, the Town can encourage the establishment of such centers by making available information on where to find financing and business assistance.

B. School Population and Expense Data

A study of Coventry's population shows that the percentage of school-aged children, in relationship with the Town's total population was relative stable from 1980-2000, however there has been a decrease over the last decade. Hopefully, this is just a short-term trend. The chart below indicates the population growth pattern since 1970.

C. Educational Funding

The July 1, 1989 to June 30, 1990 Coventry School District Treasurer’s Report shows the total educational funding received for that time period was \$789,076. For the 2000 - 2001 school year education funding had increased by 151.01% to a total of \$1,981,167. The receipts for these two time periods can be found in the following table:

Source	1989 - 1990 School Year		2000 - 2001 School Year	
	Dollars	% of Total	Dollars	% of Total
Coventry Property Taxes	\$244,865	28.0%	\$463,953	23.4%
State Aid to Education	\$455,145	57.5%	\$976,691	49.3%
Additional State Funding	\$55,168	8.0%	\$396,498	20.0%
Interest	\$9,692	1.0%	\$22,768	1.2%
Short Term Loan	\$30,000	4.0%	\$0	0.0%
OENSU Receipts	\$9,480	1.0%	\$57,645	2.9%
Other Income	\$4,726	0.5%	\$63,612	3.2%
Total	\$789,076	100.0%	\$1,981,167	100.0%

Source: Town and/or School Records

Property tax funding for education in the 1990/91 school year was \$225,100 and the school budget that was approved during the June 3, 1991 School Meeting was \$215,600. State Aid to Education funding has provided the means to keep the educational portion of the Town's property taxes down. In recent years over 80% of the Town's tax dollars went toward education, but these town funds only represented 28% of the educational funds collected in the 1989/90 school year. The current “formula,” which has worked in favor of the community over these past years, should continue to be a positive financial force until the Town's median income level rises to a higher statewide income category, or until the formula is replaced by a new classification rating system. However, it must be remembered that the amount of state funding available for this program is at the discretion of the State Legislators.

D. The School and the Community

The Coventry School’s yearly K-8 expenditures are managed, and in many cases controlled, by the Town's School Board, the school’s Principal, and Coventry’s voters. This would not be the case if Coventry were to tuition out all of their students. Interviews with Coventry residents, during the development of this plan, revealed that most of the residents interviewed believed that the quality of the education that is offered to the Town's students is a direct result of the high quality of the school’s teachers that are currently employed by Coventry. The ability to maintain this high standard of education and school staff was of prime importance to those interviewed.

The school facility plays an important part in the stability of Coventry Village. Most of the Town's social activities are centered on the school and the Community Center. It could be said that the community spirit that has been an historic point of pride among the Town's residents, is born in the fact that its youth spend the better part of their formative years, in this peaceful village setting.

7. ECONOMIC PROFILE

A. Introduction

Coventry’s financial situation must be studied from several standpoints. Consideration should be given to the number of services being provided by the town; the cost of these services; and where the funds, to finance these services, will come from. Each year, Selectmen and Budget Committee members face the difficult job of deciding how to balance the cost of required services against their citizenry’s ability to fund these services. This chapter of the plan will review the Town’s income, expenditures, and their relationship to the current and future needs of the community.

B. Selectmen’s Budget

The Selectmen’s budget covers all of the Town’s income and expenses, excluding the Town’s educational expenses.

Figures from past Coventry Annual Reports show 20% of the Town’s expenditures were spent on office support services, 78% of the funds were spent on the Town’s highways, and the remaining 2% was allocated to the library. The town’s operating costs increased by 57% between 1980 and 1990. These expenditures increased from \$101,752 in 1980 to \$117,501 in 1985 and to \$156,794 in 1990. For the fiscal year beginning in 2002, the Town’s budget was \$608,100.

For Fiscal Year 2009-2010, the Town’s breaks down as follows: municipal government 22%, Emergency Shelter and Fire Protection 3%, Highway 62%, and Miscellaneous 13%. These numbers, however, may not be comparable with the earlier numbers above.

TABLE 6: GRAND LIST AND ASSESSMENTS 1980 - 2005

Year	Grand List	Assessments	Total Funds Assessed
1980	\$ 46,023.78	General Fund/Roads \$1.09	\$50,166.00
1985	\$167,098.03	General Fund/Roads \$0.41	\$68,510.00
1990	\$192,393.23	General Fund/Roads \$0.41	\$78,881.00
1995	\$331,770.28	General Fund/Roads \$0.30	\$99,531.00
2000	\$355,628.33	General Fund/Roads \$0.00	\$0.00
2005	\$530,085.09	General Fund/Roads \$0.00	\$0.00
reassessment brought Grand List to Fair Market Values			

These figures show that the growth in population and housing units and a re-evaluation of assessed evaluation, helped to lower and stabilize the tax assessment. Increases in state and federal funding and a spending cap established by the Selectmen also contributed to the stabilization. Finally, the funds collected by the Town from the tipping fees at the landfill have completely eliminated the need for a town tax.

W Woodlands	2.2%	2.1%	2.4%	2.0%
M Miscellaneous	4.4%	5.0%	7.0%	5.7%
U Utilities	--	--	--	17.1%
Data for this table derived from the Coventry Lister's Records.				

8. TRANSPORTATION –

A. Road Transportation

Coventry’s current road system mileage is broken down as follows:

Highway Classification	Miles	
Town		
Class 2	10.44	
Class 3	25.88	
Class 4	7.11	
Total Town		43.43
State		
Interstate 91	3.69	
Other state highways	12.80	
Total state and federal		16.49
Total highway miles		59.92

State Route 5, running north/south, passes through Coventry providing residents with a link to Newport City and Derby to the north, and Irasburg, Interstate 91 and Orleans, to the south. State Route 14, also a north/south highway, provides Coventry's residents with a link to Newport Town to the north and numerous communities to the south. State Aid Route 2 provides a direct route from Newport City and Interstate 91 to both the State Airport and the Waste U.S.A. landfill site. Interstate 91 runs through the eastern portion of the Town. However, access to Interstate 91 within the Town of Coventry is not possible.

Coventry’s five gravel yards are located along the upper portion of State Route 14 and near the junction of State Routes 14 and 5. These areas of the Town's highway system receive heavy truck traffic. After July 1, 1992, truck traffic on State Aid Route 2 increased dramatically because Waste U.S.A. became the only state approved, privately owned landfill site in northern Vermont. It is estimated that more than half of the 50 towns in Act 250 District 7 are shipping their solid waste to this site, and the facility receives approximately 60% of the solid waste generated in Vermont. Interstate 91 provides the major transportation route for all of the goods that are sold in the northeastern section of the state. The interstate is also the area’s major commercial link to Canada.

The majority of the Town's residents live along the town maintained highway system. This system also provides access to most of the Town's farms. Starting in the mid 1950’s, the town undertook a highway reconstruction program. This program called for the reconstruction, from

C. Air Transportation

The Newport State Airport is located in the center of Coventry, originally on 1,200 acres. The airport provides two paved, runways which are equipped with a lighting system. Runway 18-36 (currently 4,000 feet long runs north/south, while 05-23 (3,997 feet long) provides the airport's east/west runway.

The airport is equipped with ground to air communications, (122.8 megahertz), and an "ILS" (landing) system. The airport currently offers such services as flight instruction, a charter service, an aircraft rental service, and a full seven-day operations schedule. Two planes, a Cessna 310 and 172, are provided to meet the needs created by these services. The airport provides hanger and open storage for a number of area based aircraft. Several area, U.S., and Canadian, companies use the airport on a regular basis. The airport also provides the area with medical transport services.

Plans have been in the works for some time to lengthen runway # 18-36 from its current length of 3,997 feet to 4,997 feet. This lengthening will enable small business class jets to land at the Newport State Airport. This project has the support of local communities, and it is expected that the extension will occur in the next 2-5 years. Fencing around the entire airport would be part of a runway extension project. While an extension project would likely result in new commercial and industrial businesses in town and improvements to the roads that serve the airport, there may be other impacts to consider such as the potential relocation of families, increased noise from the small jets that will be using the airport, increased traffic on the roads that serve the airport, and increased development – especially if the NVDA Foreign Trade Zone is approved. While new businesses may provide jobs for the area's residents, developments should be planned to minimize negative impacts on the environment and the Town.

Commercial airports that are located within 3 to 4 hours of Coventry would include Burlington, VT; Manchester, NH; Boston, MA; Portland, ME; Albany and Plattsburgh, NY; and Montreal, Que. These are the airports that one would have to travel to for regular commercial airline service.

D. Transportation Policy

Coventry's Selectmen have developed several transportation policies over the years. These policies are time tested and warrant recording in this plan.

Under town policy, Class Four roads are only to be used as agricultural and recreational roadways. Construction along these roads, except in the case of a pre-existing structure, is discouraged. Additionally, if construction were to be permitted along a Class Four road, the road's classification would not change. Class Four roads are not serviced or maintained during the winter months. Policy requires that any upgrade of a Class Four road to a higher classification would require a public approval and the upgrading costs would be paid by the parties requesting the change.

With the exception of Coventry Village, residents of Coventry do not enjoy the benefits of a municipal water system. Most of the homes, farms, and businesses in the community develop their own water supplies, using surface, or artesian wells. Most of the homes and businesses located in Coventry Village are serviced by a system owned and maintained by the Coventry Fire District. This system includes: a gravel packed well, a pump rated at 65 gpm, a chemical/control room; a 100,000 gallon concrete storage reservoir; and a number of 2", 4" and 6" transmission lines and distribution mains. The system serves homes along Town roads 7, 36, and 54. Due in part to scattered development trends and the adverse economic impact, Coventry has no current plans to develop a town wide water system. This water system must be monitored to insure that it is being properly maintained and, when necessary, major improvements are implemented. Doing so will insure the quality of the water being distributed to the homes in the Village and project the health of the Village's residents.

Coventry does not provide a public sewage system. Almost all homes, farms and businesses located in the town, are dependent on septic systems for sewage disposal. The town relies on VT Dept. of Environmental Conservation for enforcement of on-site septic systems and potable water supplies in the community, and the illegal dumping of sewage into rivers and streams. . Coventry has no current plans to develop a town wide sewer system

c. Solid Waste Disposal

The Town of Coventry is the host town to a regional disposal facility that is owned and operated by New England Waste Services of Vermont, Inc. The landfill is located on Airport Road just north of the Newport State Airport. The current landfill operating area is a state-of-the-art double lined landfill with leachate collection. The site is permitted and regulated as a solid waste facility by the Vermont Agency of Natural Resources. This site was the only privately owned landfill facility in operation in northern Vermont when the Coventry Selectmen adopted a 20-year Solid Waste Implementation Plan in 1992.

The Plan establishes Coventry as the host town for a certified landfill facility operated by New England Waste Services of Vermont, Inc. Coventry has entered into a Host Community Agreement with the landfill where the Town receives a fee for each ton of waste disposed at the facility. This offers Coventry's residents several benefits for material disposal. These "tipping fees" are currently providing the Town with sufficient revenues to cover Town operating expenses, thus alleviating the need for a municipal property tax.

B. Facilities

a. School

In 1995 the Town of Coventry completed a new school building to replace the two overcrowded buildings located next to the Community Center. The design capacity of the current building is 180 to 200 students and the enrollment during the 2009 - 2010 school year was 117.

Despite the fact that this wonderful building is new, it has not been without its problems. Some faults that have been corrected have included leaks caused by ice jams on the roof, heating and

The Town's ever increasing residential growth warranted the construction of a new school facility in the mid- 1990's. This new facility will be adequate to house the expanding student population for many years to come. The new school may also create a new population or village center. In most cases, residential development tends to be heavy in the areas adjacent to school facilities. This trend must be considered in future land use planning.

Currently, water, sewage disposal, and electric services are the individual responsibility of the Town's residents. There does not seem to be a reason to change this historical practice. History shows that the town centers have been established, only to be abandoned and relocated with the changing of the era's priorities. These changes have also been supported by the fact that a large portion of northern Vermont's population is transient in nature. Establishing town owned utilities would also create fiscal responsibilities that could not be met by the population.

The town currently relies on the State's environmental act, Act 250, to govern the feasibility of high density, multi-unit development that may be proposed within the Town's borders. It could be said that the Town's policy on utilities is that if a proposed housing or commercial site can, in the eyes of the state, support its proposed use, then it can be established in the town and will be supplied with town managed roads and schools. It could also be stated that this practice is supported by the State's goal of supporting residential and commercial growth within the state.

10. ENERGY PLAN

The Vermont Electric Cooperative (VEC) supplies electric power to the Town's users – both single- and three-phase power. In addition, Orleans Electric serves two small areas of Coventry. One of these areas is in the southeastern corner of town while the other is along the Brownington - Coventry town line approximately half way between the southeastern and northeastern corners of Town. The town has no history of electric power shortages. The two companies have supplied reasonable installation and user fees.

VEC maintains a 47-kilovolt trunk line that runs north and south through Coventry, from Irasburg to Newport. In addition to this 47-kilovolt line there is also a 120-kilovolt line that runs along Route 105 in the northern corner of Town.

Most of the Town's three-phase power is consumed in powering motors in use at the Pike and Calkins gravel pit operations and the LaBranche sawmill. The electric companies assure the town that requests for additional connections would not pose a problem.

Single-phase service is available throughout the town. Service lines span most of the Town's class two and three roads. High-density development, such as the residential growth along Town Roads 57 and 58, had no trouble in obtaining electrical power upon demand.

The Town's road system represents an energy efficient means of traveling within the Town's borders. The system also provides direct routes to the neighboring commercial communities. The Town's policy of limited road development has prompted a higher density in residential areas, therefore increasing the road system's energy efficiency.

This section of the Plan looks at housing in Coventry. Data concerning occupancy and affordability will be presented and discussed. This section will also attempt to determine future housing needs in Coventry. The data used in this section was taken from the 2010 Vermont Housing Data (www.housingdata.org). Some of the data presented in this part of the plan will be medians. The median of a group of data is that value where one-half of the data fall below that point and one-half are above that point. For example, with median value of houses, one-half of the houses are valued less than the median and one-half are valued more than the median.

The 2010 population of Coventry was 1,086 persons. The number of households in the community totaled 431, with 355 households owning their home and 76 renting their home. Forty-seven percent of householders moved into their residence between 1990 and 2000, and 18.5 % moved in during the decade from 1980-1989.

The total number of workers age 16 and older in the community totaled 540 (2005-2009, ACS data). The VT Dept. of Labor estimation of the Town's labor force was 550 persons, with 520 persons employed, and 20 unemployed (UE rate of 4%).

TABLE 13: EXISTING HOUSING DATA			
Status	Units		
Occupied			
Owner	355		
Renter	76		
Total occupied		431	
Vacant			
For rent	8		
For sale only	3		
Seasonal / recreational	16		
All other vacant	19		
Total vacant		46	
Total units			477
VT Housing Data, 2010			

As of April 1, 2010, there were a total of 477 dwelling units in Coventry. Of these 477 units, 431 were occupied and the remaining 46 were vacant. 16 of the 46 vacant units were held for seasonal, recreational, or occasional use.

Coventry's housing stock is relatively young. One-half of the Town's 435 units have been built since 1977 or about 7 new homes per year. In addition, 79.3% of Coventry's housing has been built since 1940. Table 14 has more details.

TABLE 14: YEAR STRUCTURE BUILT	
Time Period	Units
1999 - Mar 2000	25
1995 - 1998	55
1990 - 1994	46
1980 - 1989	73

12. PLANNING FOR COVENTRY'S FUTURE

A. The Grand List

A review of Coventry's Grand List data over recent decades would reveal that taxes derived from farm properties has been on a steady decline and that a majority of the school tax burden is now carried by residential homeowners. Future planning should include a program that would stimulate diversification in the Town's approach to adding to its Grand List. Commercial and light industry should be offered incentives for moving into Coventry. Coventry's low tax rate should add to a favorable development environment. Increases in the commercial and industrial inventory could replace the loss in the agricultural tax income and reduce the taxes paid by the Town's residents.

Coventry may find it beneficial to join forces with organizations from neighboring communities such as Newport and Barton that are also seeking new commercial growth. Additional consideration should be given to industries that support the Town's agricultural community. Companies that deal with dairy or wood products should be considered prime additions to Coventry's commercial base.

Town support, such as that recently given to the Waste U.S.A. Corporation's expansion program, should continue to be extended to all of the Town's commercial establishments.

It is understood that the Town's commercial base cannot be increased overnight, but a long term program can and will help to offset the current trend toward increasing the R-1 and R-2 tax burden.

B. Bedroom Community Status

This plan points out that Coventry has gone from being a small agriculturally based community, to becoming a bedroom community for the neighboring towns' commercial base. In just twenty years the Town's population has increased by over fifty percent. (See Population and Development Trends) At the same time the Town's farms have decreased to only 6 farms. This population growth had strained the school facilities to their limit, which resulted in the building of a new school with a capacity of 180 students. With a current enrollment of only 117, the new school should be adequate for a number of years.

In 1991 (4 years prior to the completion of the new Coventry School in 1995), one proposed Coventry housing development was limited in its scope by the State of Vermont. The state viewed the Town's lack of classroom space at that time as a deterrent in allowing the proposed number of homes to be built in the development.

If the town is going to continue its practice of non-regulated local development, it must also plan for and develop the expanded services that are required by its residential growth. The Planning Commission and Selectmen must closely monitor areas such as; classroom availability, road

Development in Coventry does fall under the confines of the State's Act 250, which is meant to protect an area that is to be developed from environmental damage. Sewage treatment is of prime concern during an Act 250 review. The site's proximity to wetlands and or waterways is also a prime consideration. Act 250, the Town's flood hazard area regulations, and restrictions on state owned lands, all play a role in governing development in Coventry.

If continued residential development threatens Coventry's economic stability, consideration should be given to implementing regulations that would balance the rate of new development with the Town's ability to provide and fund the additional town services that would be required.

Consideration should be given to establishing a town pollution policy that could be used to guard against air and water pollution. This policy would inform the public that violation of these standards would result in the town requesting the appropriate state agency intervention. Although policy falls short of the impact of a town regulation, it does serve as a deterrent.

E. Regional Planning

Many of the problems stemming from Coventry's growth cycle are also being faced by other small towns in the region. Discussions concerning these problems should be included at the regional level. The Planning Commission should become involved in the Northeastern Vermont Development Association. Regional representation at the state level can also be very effective in advising the legislature of a problem that is being experienced by a host of small communities.

F. Review Process

It is imperative to establish a review program that will keep all municipal officials aware of changes in trends within the Town's operating environment. Municipal planners must be aware of changing conditions and what impact these changes will have on the Town's plan. Therefore, the Planning Commission must routinely review and record changes occurring at the town and regional level. This review will allow all town departments to see how the changes will affect the established trends and the town plan.

G. Education

As the Town's population has grown over the past twenty years, the school population (grades K-12) has increased from 142 students in 1970 to 198 students in 2000. Since 1970, an average of 22% of the Town's population has been between 5 and 18 years old. A 20-year population trend study shows that by the year 2010, Coventry's student population could increase to 274.

Now that the Town of Coventry has a new school building, it will be important to monitor future enrollment trends to insure that the building and materials remain adequate. This monitoring will involve many different aspects. The building must be maintained and kept clean, books and other materials must be kept up to date, and supplies and staff must be adequate. It will also be important to monitor the school age population in Coventry to prevent overcrowding. These are important factors affecting the quality of education.

- Goals: To form a committee that will work toward a safer highway system (to include establishing speed reduction areas in and around the Village on Routes 5 and 14.
2. Subject: **Establish a Committee to Explore Zoning**
Conducted by: Planning Commission, Selectmen, and NVDA
Proposed time period: –2013-2015
Intro. Statement: The Planning Goals as evidenced in this Plan suggest that local land use regulations may need to be implemented.
Goals: To form a committee that will address the topics listed in Section 2B of this Plan in order to provide Coventry residents with the information necessary to determine if local land use regulations are appropriate for the Town.
3. Subject: Municipal Plan Review
Conducted by: Planning Commission
Proposed Time Period: Ongoing
Goals: The planning commission will review the data in the municipal plan on an annual basis. New statistical data should be added to the trends and graph sections of the plan. This additional data should be analyzed and the conclusions should be shared with the appropriate authorities. On the fifth year of review, additions and corrections should be made to the plan after the changes are approved by the Selectmen and the voters. The revised plan would then be submitted to the Regional Planning Commission.

14. ADJACENT TOWNS

This section of the Coventry Town Plan presents an analysis of the town plans and zoning bylaws for Coventry’s neighboring communities, where available, as well as growth patterns for near the town boundaries to determine compatibility of development along those boundaries. This section also looks at the regional plan to see how Coventry fits into the scheme of the proposed development for the region as a whole.

Coventry is surrounded by a total of five towns. These include Brownington, Derby, Irasburg, Newport Center, and Newport City. However, even though Barton does not abut Coventry, its consideration is warranted here due its proximity and its employment centers of Barton and Orleans Villages. Three of the abutting towns, Brownington, Irasburg, and Newport Center are much like Coventry in that they share Coventry's rural environment. Barton, Derby, and Newport City, on the other hand, are the three largest communities in Orleans County and their environments are more urban like.

A. Barton

C. Derby

Derby, with a population of 4,604 (2000 Census), is located to the northeast of Coventry, and like Barton and Newport, provides the residents of Coventry with employment opportunities.

Of all the boundaries that Coventry shares with its neighbors, the Coventry/Derby town line is the shortest. However, this does not mean that there will not be any impacts due to development. Development in the vicinity of this town boundary will most likely occur along Pine Hill Road, which lies between I-91 and the Barton River Marsh. The Glenn Road is also in this area, but unlike the Pine Hill Road, which enters into Derby, the Glenn Road enters into Newport City.

As with development in Barton and Brownington, development in those parts of Coventry and Derby that drain into the Barton River Marsh could impact the quality of water in the Barton River Marsh. Cobb Brook, which begins at Cobb Pond in Derby flows from the pond, under both the interstate and Pine Hill Road and eventually into the marsh.

Derby does have a town plan adopted in 2009 and a zoning bylaw that is regularly updated -- that should mitigate any impacts that development in Derby will have on its neighbors. In addition to encouraging the development of "environmentally friendly businesses", the Derby Town Plan encourages the preservation of the integrity of the environment and the undeveloped woodlands and open spaces. The Plan also suggests that the development of those areas not served by water and sewer be limited to not more than one dwelling unit for every two acres of land. It is likely that Derby will see additional growth and travel into the community as it was recently announced that a WalMart will be coming to the Town as early as 2014.

D. Irasburg

The Town of Irasburg is located to the south of Coventry and is very similar to Coventry in terms of population and existing development. Both towns have a dispersed settlement pattern with a single village.

Access into Coventry from the south is via Routes 5 and 14 with these two routes intersecting very near the town line. Located around this intersection one can already find several establishments including a church, a mini-mart, a farm tractor sales and service business, and a bar. While little else has happened in recent years in this area, this area could become a focal point for future development which may impact Coventry Village and the Coventry School as they are less than half a mile away.

The remaining roads that cross the town line between Coventry and Irasburg are secondary roads and the most likely development along these roads will be residential development. The roads in these areas are not suitable for heavy traffic, but the Planning Commission may want to monitor the rate and density of residential development in those areas.

While there is the potential for development along the town line to the east and west of the intersection of Routes 5 and 14, it is unlikely that development in these areas will have a severe impact on the Town of Coventry. The development that has the greatest potential of having a

F. Newport City

In terms of sheer numbers, Newport City had the greatest increase in population between the 1990 Census and the 2000 Census (+516 persons), but from 2000 – 2010 the population decreased by 416 persons. While the increase can be directly attributable to the opening of the Northern State Correctional Facility and the creation of new businesses and the expansion of existing businesses between 1990 – 2000, the decrease can likely be attributed to a general economic downturn in VT and the nation at the end of the 2000 – 2010 period.

While Newport's growth in both population and jobs likely impacts most of Coventry, it is important to look at both the existing and potential development along the town line. The area to be most concerned about, perhaps, is that area along Route 105 west of Newport and the roads that connect Routes 14 and 105. This area is already one of the most densely developed in the town and there is the potential for additional development, as it is high and dry. The homes along Route 105 in Newport are served by a public water system. Public sewer is not available here. Development in this area could spill over into Coventry, creating a suburban development pattern with single-family dwellings on lots served by on-site water and sewer. If this were to happen, this could greatly impact Coventry's rural qualities.

Development along Route 5 in the vicinity of the town line is more limited due to physical constraints and includes little more than a small trailer park and a garage. To the west of Route 5 in this area sits a steep slope and to the east is the Barton River and a large wetland, much of which is in the South Bay Wildlife Management Area. Even though the natural features in this area will limit future development right along Route 5, the area at the top of slope on the west side of Route 5 may be accessible from the Adler Brook Road. Therefore, development in this area must be monitored carefully as any development here could cause severe impacts on both communities as well as Lake Memphremagog.

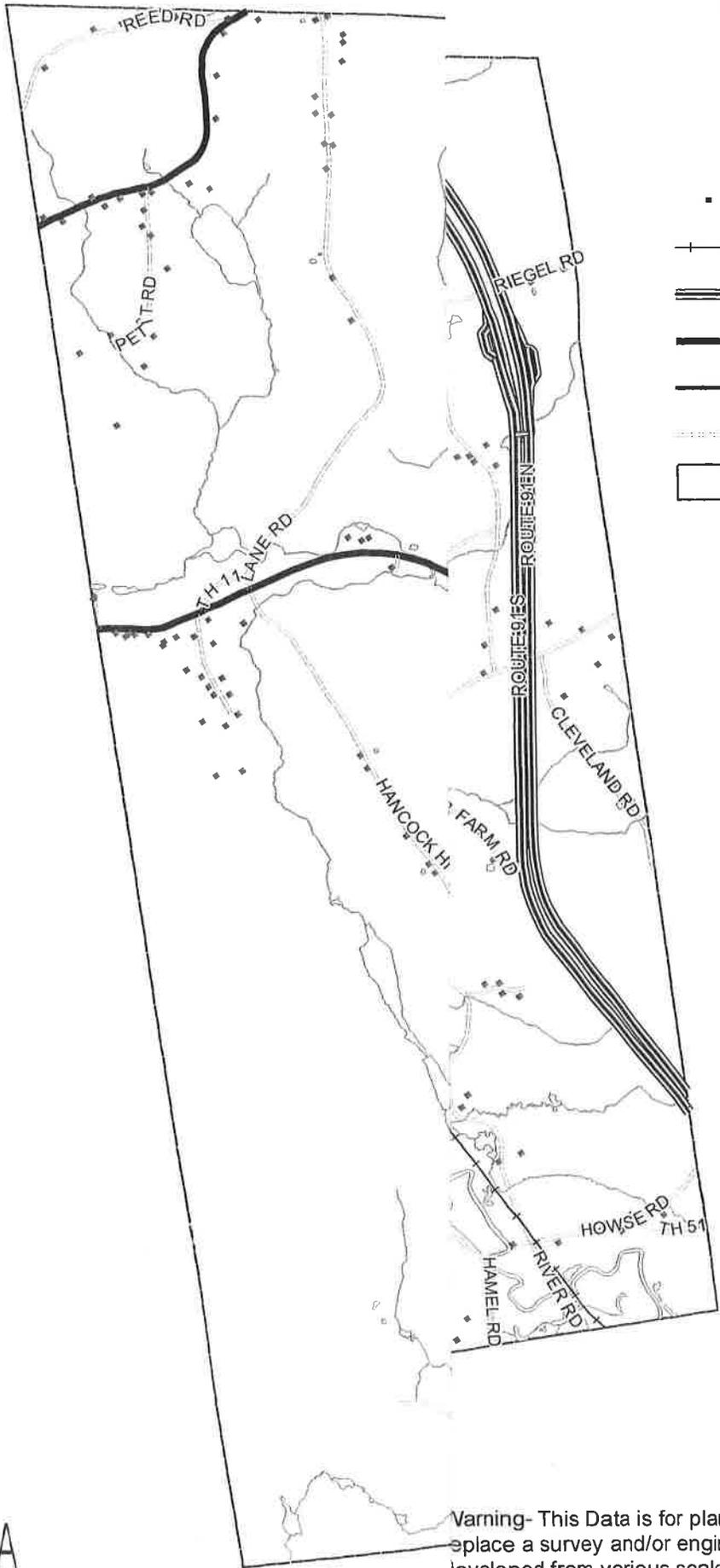
The Newport City Plan promotes industrial and recreational development. This type of development is appropriate for the area and a small city like Newport, as long as it is located in such a manner so as not to negatively impact the surrounding towns, because it will provide jobs for the residents of the area. The Newport City Plan also promotes the extension of water & sewer lines to city limits. While this may be good for existing development that does not have the benefit of these services it could also promote sprawl which the City is concerned about. In fact, this concern is expressed in the plan due to the fact that most new residential development in Newport has been on the outskirts of the city.

Finally, the Newport City Plan does encourage the protection of the environment and promotes the city as part of a community of towns. This later fact indicates that the City is aware that it is part of a larger community and that what happens in Newport can and sometimes does have an impact on the surrounding area.

G. Regional Plan

The Regional Plan for the Northeast Kingdom designates the village of Coventry as a village center. Village centers are more densely developed areas with a mixture of residential homes and

Town of Coventry, VT Base Map



- Building Location
- +— Rail line
- ==== Interstate
- US & State Highway
- Paved Public Road
- - - - Unpaved Public Road
- Town Boundary

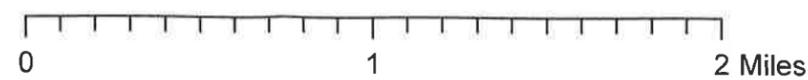
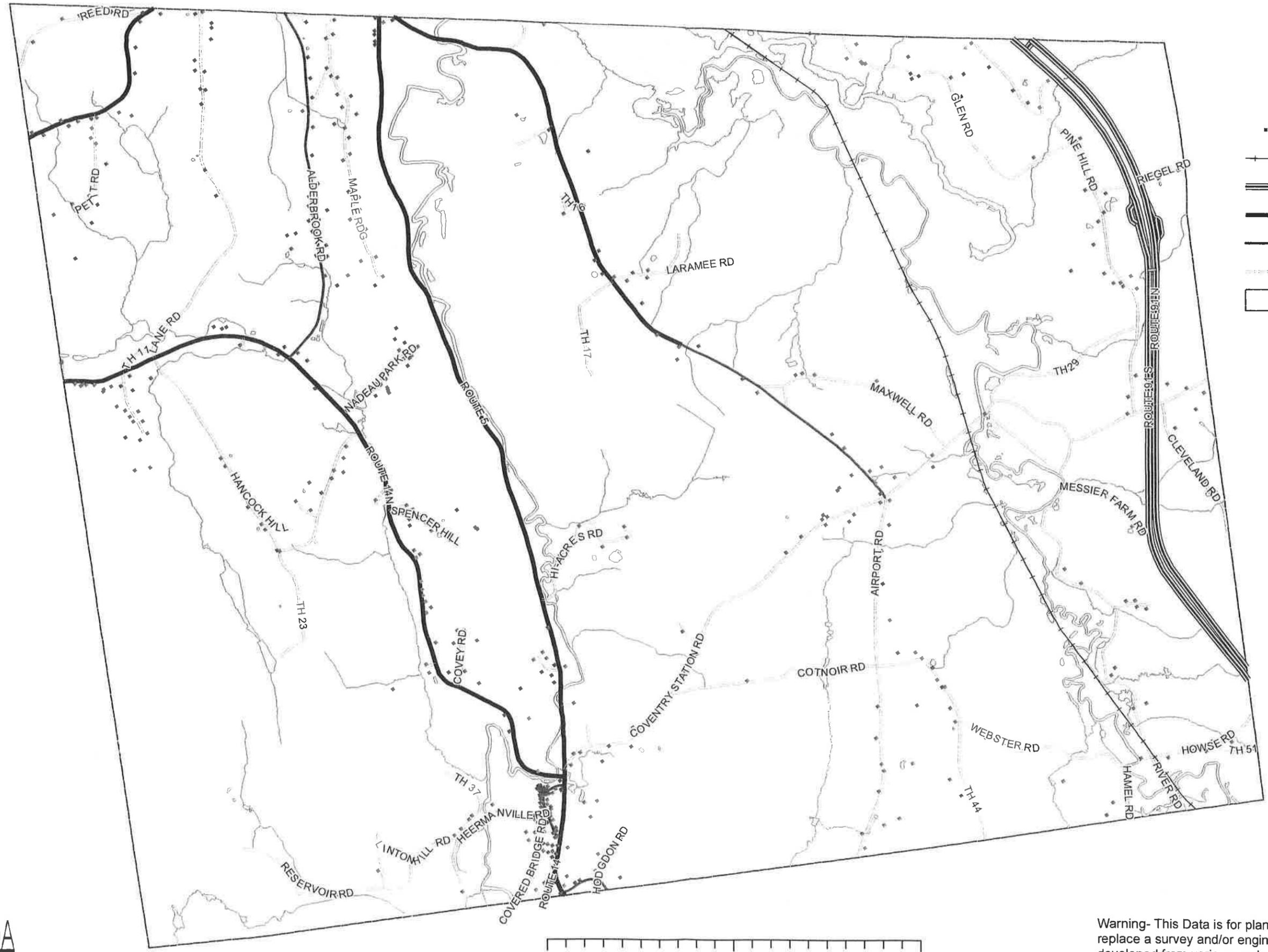
Varning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.



Town of Coventry, VT Base Map



- Building Location
- +— Rail line
- ==== Interstate
- US & State Highway
- Paved Public Road
- - - Unpaved Public Road
- Town Boundary



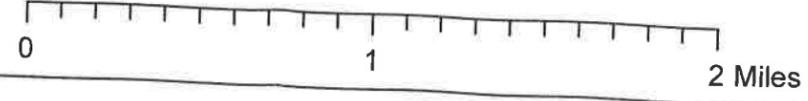
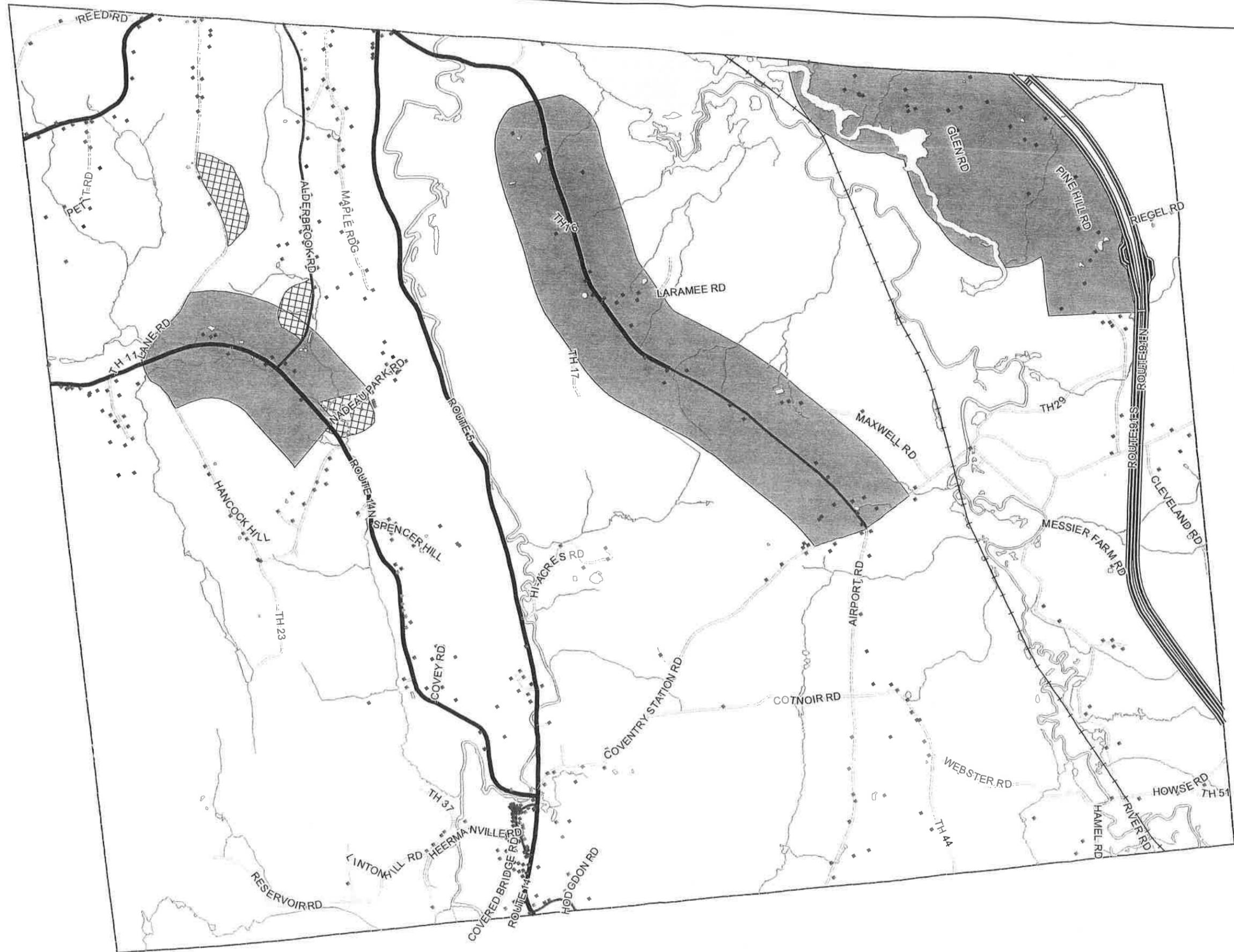
Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.





Town of Coventry, VT Future Land Use Map

- Building Location
- +— Rail line
- ==== Interstate
- US & State Highway
- Paved Public Road
- - - - Unpaved Public Road
- Town Boundary
- Future Land Use**
- ▨ Housing
- Housing/Commercial



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