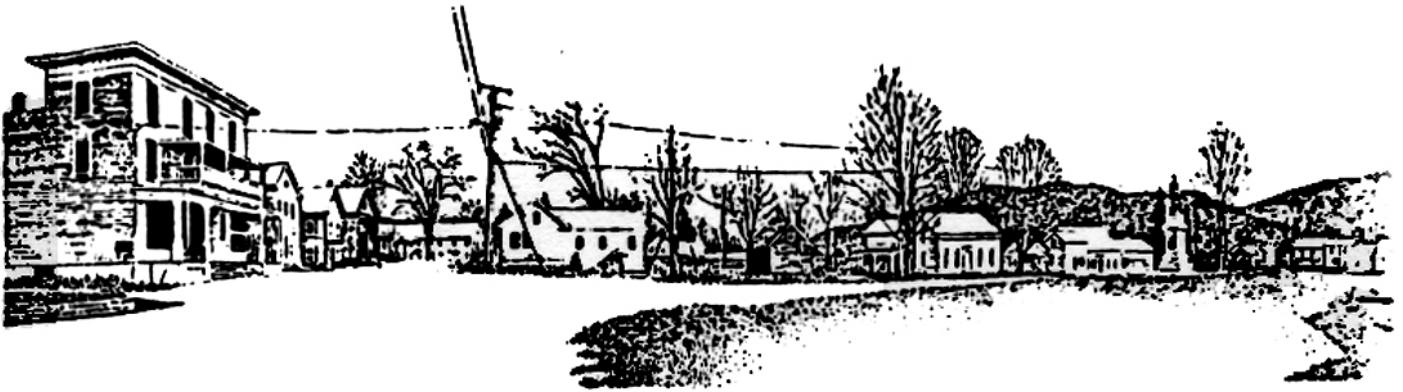


# Danby Town Plan 2007

Adopted December 6, 2007



Sketch of Danby Borough by I.J. Nichols

Prepared with the assistance of the Fiscal Year 2006 Municipal Planning Grant  
from the Vermont Department of Housing and Community Affairs



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## **Introduction**

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The first plan for the Town of Danby was adopted in 1989 with the goal of reflecting the objectives and needs of Danby's citizens and being used as a guide to the future growth and development of the Town.

Slightly modified versions of this initial plan were re-adopted twice. The 2002 version of the Danby Plan was a major re-write of the previous Plans and included a town-wide survey, a town forum, and periodic newsletters.

The current plan builds on the 2002 Plan, incorporates requirements of the State Planning and Development Act that have been enacted since that Plan was adopted and includes the results of other Municipal Planning Grant studies completed over the past five years. The Plan also incorporates the results of a study of the village that was undertaken as part of the current Municipal Planning Grant.

### **Statutory Authority**

The Vermont Municipal and Regional Planning and Development Act (Chapter 117 of Title 24, Vermont Statutes Annotated) guides the preparation of Town Plans and includes required and suggested elements and adoption procedures.

The Vermont Statues (24 VSA §4382a) require that all plans contain ten elements: a statement of objectives, policies, and programs; a land use plan; a transportation plan; a utility and facilities plan; a statement of policies on the preservation of rare and irreplaceable natural areas; an educational facilities plan; an implementation program; a statement indicating how the Plan relates to development trends in adjacent communities; an energy plan; and, a housing plan. While all the elements must be included, communities may combine closely-related elements. Additionally, local plans, in order to be regionally approved, must also be consistent with a series of statewide planning goals including addressing agriculture and forestry, maintenance of historic settlement patterns, additional identification and protection of natural resources, housing affordability, economic development and child care.

The Danby Town Plan was prepared in conformance with all of the requirements in the Vermont Statutes and is consistent with the Rutland Regional Plan, readopted in June 2006, and compatible with approved plans from neighboring communities.

## Statement of Future Goals

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Below is a list of the town's overall planning goals. Topic specific goals, objectives, principles, and programs are found at the end of each section of the plan.

- A. Promote the health, safety and general welfare and education of the residents of the Town.
- B. Protect and conserve the value of property.
- C. Achieve the best possible quality of environment for Town residents.
- D. Encourage practical locations for residences, including affordable housing, needed to house the population in the Town in the foreseeable future.
- E. Keep a low level of tax burden on property owners by maintaining a community that is efficient and economical to operate.
- F. Encourage continuation of agriculture, in areas where soil and land conditions are favorable, as an important part of the town's economic base.
- G. Support suitable commercial and industrial enterprises to provide opportunities for gainful employment of the residents and to add to the tax base.

# Community Profile

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## Town History<sup>1</sup>

Danby was first settled in the mid 18<sup>th</sup> Century as a farming community by settlers from Nine Partners, New York. In the years following 1765, Danby Four Corners was laid out as the first town center for small scale farm operations throughout the hills surrounding it.

The town's second settlement area was Danby Borough. Water power from the Mill Brook and traffic along one of the soon-to-be state's most important stage roads (later US Route 7) spurred construction in this area.

The first sawmill was built in 1790 to accommodate local wood processing<sup>2</sup>. Over the next several decades, as the town grew, sawmills were a significant force in the local economy.

At the time of the first US Census of Population in 1791, Danby had the fourth-highest population in the region. The town continued to grow through 1810, when the population hit its peak – 1,730. The town had between 1,300 and 1,600 residents over the course of the rest of the century.

The oldest standing structure in Danby is a Cape-Cod style house built circa 1790 in the north-east corner of the town on the east side of Raymond Road.

Danby's most famous resource, marble, was first mined in the town in 1827. Small-scale mining continued until 1840, when the first marble sawmill was built along Mill Brook. As the marble industry grew, Danby Borough overtook Danby Four Corners as the community center.

By 1850, marble mining and production employed over 600 workers in Danby, many of whom were Italian or Polish.

The railroad arrived in Danby in 1851, fifteen years after its construction had begun from Rutland. It had an immediate impact on goods shipping, most notably marble. For the next several years, thirteen marble-laden railroad cars left Danby daily. In 1857, however, the railroad went bankrupt and caused an upheaval of the town's economy. The marble industry was severely hurt, while the Danby Bank folded.

The Western Vermont Marble Company bought out most of the quarrying operations in the town between 1862 and 1868, but competition from throughout Rutland and Bennington Counties forced all of the quarries in Danby to close by 1870. Agriculture and cattle farming resurfaced as the town's economic focus in the latter part of the 19<sup>th</sup> Century.

The Twentieth Century opened with great promise for Danby. Silas L. Griffith, a Danby resident, became one of the wealthiest men in the state through a lumber

and charcoal industry he owned in Mount Tabor. He bequeathed a portion of his estate to the town. He gave funds to the Congregational Church, the schools, and a fund that annually provides children in Danby and Mount Tabor with a Christmas gift, candy, and an orange. His most substantial legacy, the S.L. Griffith Memorial Library, opened in 1904 and continues operations today in Danby Borough.

Marble returned to the forefront of the Danby economy at the turn of the Century as well, with a revival in the use of white marble in public buildings. The expanding Vermont Marble Company bought the Danby quarries from the Western Vermont Marble Company in 1905. Just two years later, they opened Danby's most famous quarry in Dorset Mountain's Lower Imperial Layer. The quarry is still active.

## Built Environment

Danby is located almost equidistant from Manchester to the south and Rutland to the north. It is bordered by Mount Tabor to the east, Pawlet to the west, Dorset to the south, and Tinmouth and Wallingford to the north.

The town is predominantly rural with several concentrated pockets of development. Danby Borough, the largest population and commercial center in the community, borders Mt. Tabor just west of US Route 7. Danby Four Corners, the second largest center and original settlement site, is in the approximate center of the township. Scottsville north off Route 7, the West Side, and Quarry Hill to the south of the Borough, also have strong population centers.

The Borough is Danby's activity center and includes the town's historic district. It has received the Village Designation from the Agency of Commerce and Community Development. Activities taking place here include a variety of local shops and stores, the Town Clerk's Office, the Currier Memorial Elementary School, the fire station, the Town Garage, the library, the historical society, several lodgings, churches, the post office, the Masonic Hall, and the town's transfer station.

In recent years, Danby has seen its borough undergo several revitalizations. Housing growth, moreover, has taken place throughout the entire town.

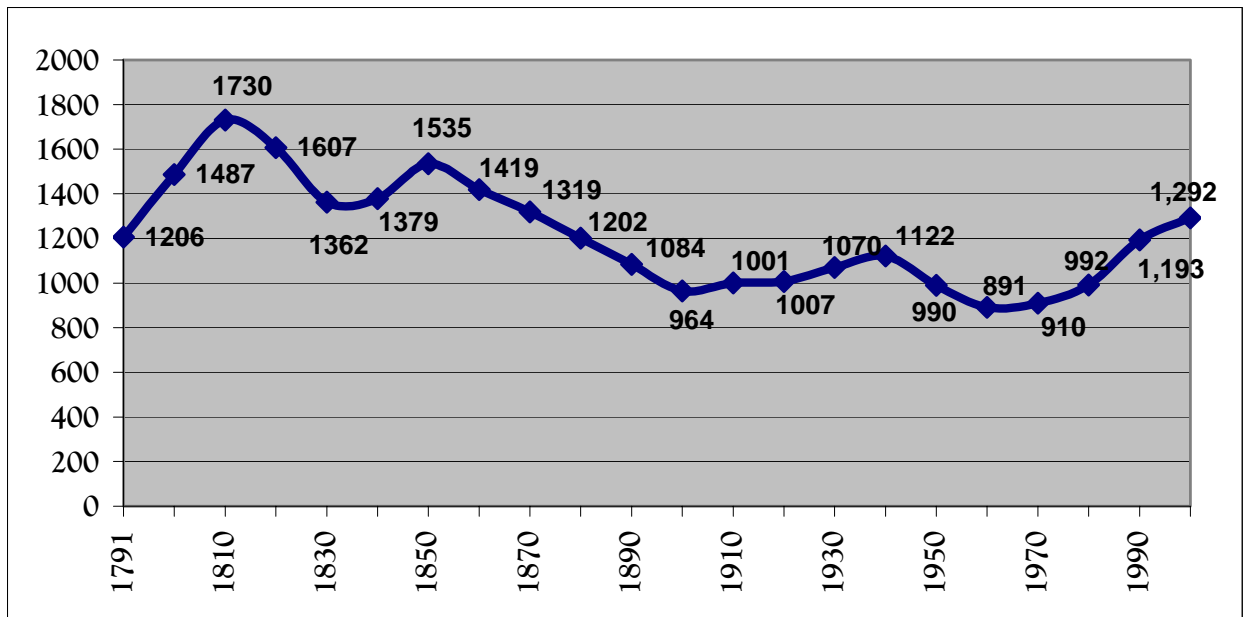
Much of the built environment within the Borough and throughout the town has been standing for more than 50 years and has been included on either the State or National Historic Registry.

The balance of the population resides throughout the more mountainous regions of the town on the remaining farms, or in the many residences of single or multiple family homes.

## Population

Danby's 2000 population of 1,292 placed it 13<sup>th</sup> among the Rutland Region's 27 communities and represented an eight percent increase from 1990. The 2000 Census figure also marked the first time since 1890 that the population was above 1,200. Recent [June 2007] population estimates indicate that the Town's population has remained relatively stable with a population of 1,287.

**FIGURE I**  
Danby Population (1791-2000)



Source: US Census Bureau – [www.census.gov](http://www.census.gov)

## Age Distribution

Two significant demographic shifts have taken place in Danby over the past two decades. While much of the population base has remained stable, there has been a clear increase in the proportion of individuals over 45 and a drop among those aged 20 to 45. The proportion of residents over 65 has also increased in recent years. In 2000, they represented 13 percent of the total.

Danby, as elsewhere across the country, will likely continue to see its population age in the future. The combination of general growth and an aging population will also likely serve to increase demands on services.

## Households

Average household size dropped significantly in Danby over the last decade, from 2.73 persons per home in 1990 to 2.57 in 2000. Yet the Region and the state are still lower at 2.39 and 2.44 persons per household respectively. Average

family size on the other hand, at 2.96 persons per family, was similar to Regional (2.92) and State (2.96) persons.

## Employment

Management and professional/production, transportation and material moving and sales and office were the most common *occupations* among Danby residents at the time of the 2000 Census, accounting for over 67 percent of all employment by occupation. Meanwhile, retail trade, manufacturing, and educational, health and social services were the primary *industries* that employed Danby residents in 2000. For a more detailed examination of employment and economic development in Danby, see the section of the Plan titled “Economic Development”.

# Housing

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Housing, particularly affordable housing, is becoming an increasingly critical concern in Rutland County and the State of Vermont. Vermont is considered one of the least affordable states in the nation; two and three bedroom apartments are not affordable to many Vermont's renters.<sup>3</sup> Homeownership in Vermont is also difficult for many credit-worthy households due to the high up-front costs of purchasing a home and the increase in median home sales prices in recent years.<sup>4</sup>

Nationwide, a trend toward fewer persons per household has changed the type of housing needs and increased the demand for housing, especially affordable housing, in many towns. Danby has housing needs that are comparable with state and national trends in some respects, but that are also heavily influenced by the town's unique history and location between Rutland and Manchester. The Housing Needs Assessment<sup>5</sup> appears to say that housing in Danby is well balanced compared with other towns of similar size in the Region.

## Existing conditions

### Age of Housing

While houses are spread throughout Danby, areas of concentration include the Borough, the Four Corners, Scottsville, Quarry Hill and the West Side.

The age of housing in Danby varies greatly and reflects the population shifts in the community:

- Twenty-six percent of the homes in Danby were built prior to 1940.
- Sixteen percent were built between 1940 and 1970.
- Fifty-eight percent have been built since 1970.

The 2000 Census did report a drop in new housing starts in Danby over the last ten years from 120 units between 1980 and 1990 and 92 units from 1990 to 2000. At the same time, however, the vacancy rate dropped sharply (see Table I). This slowing of new housing construction and parallel drop in the vacancy rate was a trend throughout the county.

### Housing Occupancy

The 2000 Census says 502 of Danby's 647 (77.6%) total housing units were occupied in the year 2000. There were fewer "vacant" units in 2000 (145) yet more [fully 88%] were for "seasonal, recreational, or occasional use," a sharp increase from 1990. This is reflected in the vacancy rate for both rented and owned units which dropped sharply between 1990 and 2000.

The majority of homes in Danby (78.5%) are occupied by their owners.

**Table I Danby Housing Stock and Occupancy Status 1990, 2000**

	<b>1990</b>	<b>1990 % of Total</b>	<b>2000</b>	<b>2000 % of Total</b>
Total Housing Units	615	100	647	100
Total Occupied Units	437	71.0	502	77.6
Owner Occupied	344	78.7	394	78.5
Renter Occupied	93	21.3	108	21.5
Vacant Housing Units	181	29.0	145	22.4
Seasonal, recreational or occasional use	131	72.4	128	88.3
<b>Housing Stock</b>				
Single Family	413	67.1	471	73
Two Family	38	6.2	26	4.
Multi-family	15	2.4	18	3
Mobile Home	127	20.7	131	20
Other	22	3.6	--	--

Source: US Census 1990 and 2000

## Households

Householders, or primary residents of a home, are mostly married couples in Danby. And while the number of married couples increased along with the general population growth between 1990 and 2000, their proportion of all households dropped from 62% to 57%.

The overall proportion of households with children under 18 years of age is also dropping in Danby as it is elsewhere in Vermont. Between 1990 and 2000, it dropped from 41% to 33%. In spite of the town's growth, however, the actual number of children under 18 dropped slightly, from 325 to 322. These two trends suggest that the school is no immediate danger of having fewer children in the community from which to draw.

The average household size in Danby in 2000 was 2.57, down from 2.73 in 1990. This trend, common throughout the country, may have an impact on the future housing needs of the community.

## Special Needs Population

**Definition:** The special needs population, for the purposes of a housing analysis includes single parent households, elderly and the homeless, and the physically and mentally impaired persons.<sup>6</sup>

In addition to requiring certain services that differ from typical single-family households (i.e. physical accessibility, assisted living) these groups also tend to be in the lower income category.

The 2000 Census indicated that Danby had 46 female-led households; 27 of these had their own children under age 16 (5.4% of all households). Danby also had 44 residents over age 65 living alone (8.8% of all households), up from 26 (5.9%) ten years earlier. There is no reliable data on the number of homeless persons in Danby; this is a more significant concern for more urban areas.

## Housing Affordability

**Definition:** Housing is considered to be affordable where a household earning an average income is able to spend no more than 30 percent of their total income on an average-priced new home or older home in good condition<sup>7</sup>. For example, a family of four, earning a total household income of \$34,000, should expect to pay no more than \$850 per month for rental housing or home ownership expenses.<sup>8</sup>

The Vermont Affordable Housing Coalition makes projections on the necessary income for a family to afford a one, two, or three bedroom housing unit in each of the state's counties. Their 2007 figures suggest that a family in Rutland County would have to earn \$38,800 annually – up from \$32,240 annually in 2001 - to be able to afford a three-bedroom unit. And while the median family income was estimated to be \$55,800 in 2007, up from \$41,600<sup>9</sup> in 2000, many families earned less than \$30,000 in 2000. Table II shows what proportion of households in the county meet this target of paying less than 30% of gross income on housing.

**Table II Affordable Housing Index for Rutland County**

	Family Income	Rent by Bedrooms			Income a family would have to earn to meet 30% goal		
		1 Bed	2 Bed	3 Bed	1 Bed	2 Bed	3 Bed
<b>Rutland County</b>	\$55,800	\$608	\$719	\$970	\$28,458	\$34,596	\$43,524

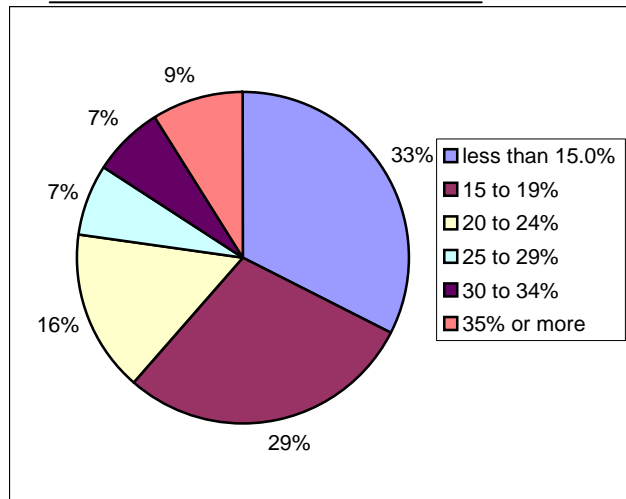
Source: Vermont Affordable Housing Coalition, 2007 and RRPC calculations.

## Housing Affordability in Rutland County and Danby

The 2000 Census data for Danby indicated that 39% of all renters and 15% of all owners spent more than 30% of their household income on housing (see Figures II and III below). Both of these percentages have dropped since 1990, when the former was 46% and the latter was 20% indicating a slight increase in housing affordability in Danby.

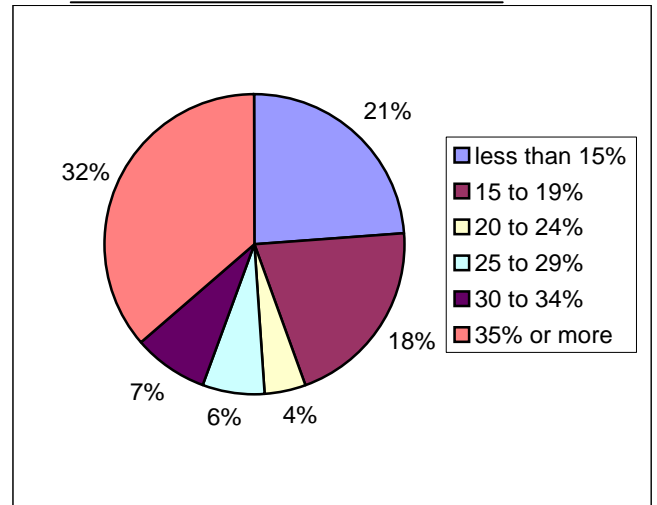
**FIGURE II**

Housing Costs as a Percentage of Owners' Household Income (1999): Danby



**FIGURE III**

Housing Costs as a Percentage of Renters' Household Income (1999): Danby



Source: US Census 2000

At the other end of the spectrum, 39% of renters and 62% of homeowners spent less than 20% of their household income on housing costs. This is a substantial increase from 1990 when only 10% of renters and 52% of homeowners spent less than 20% of their household income on housing costs. Many Danby households, especially homeowners, have housing costs that are well within their ability to afford.

These figures are not unusual for the area. Costs tend to consume a larger percentage of a renter's household income, as those families tend to have lower incomes than homeowners do. In addition, the large proportion of homeowners who are paying less than 20% of their income towards housing costs is related to the number of residents in Danby who have lived in the same house for more than 20 years (18%). In many cases, they have paid off their mortgages and therefore have significantly reduced housing costs today.

The median priced primary residence sold in Danby in 2003 was \$125,000 [a 14% increase from 2000]; by 2007 it had risen to \$175,000 – a 40% increase from 2003. County wide, median selling prices rose 30% between 2000 and 2003.<sup>10</sup> In 2007 the county medial selling price was \$157,000 – a 74% increase since 2000.

## Future Housing Needs

The great majority of homes in Danby are single family. Of the 646 total housing units in Danby in 2000, 602 were either single family houses (471) or mobile homes (131). The number of mobile homes suggests that there may be an

affordability gap - where income levels do not match average housing costs - in the community. An abundance of mobile homes in a town often suggests that the cost of a single family home is prohibitive for many families.

The town's population and number of homes are likely to continue to grow over the next 10-20 years. The number of new housing starts for 2000 and 2007 suggest that the growth trend of the last thirty years will continue. Whether or not these trends will affect housing affordability is in part determined by the vacancy rates of rental and ownership units. Danby's rates in 2000 were well below these figures - one percent for homeowners and 1.8 percent for renters.

With the continuing aging of the population, the continued decline in the average household size and the number of those over 65 living alone a need for smaller housing will be created.

Danby's housing stock, like much of the county's, is relatively old. In 2000, 34 percent of all units in the community were more than 50 years old.

Residents, both in surveys and by choice, have indicated a preference for single family homes. Whether this might change because of housing affordability and the factors noted above is something the community should investigate.

## **Housing Goals, Objectives, Principles, and Programs**

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### **GOAL 1**

Housing is available in a variety of types that meets the needs of diverse social and income groups.

#### **Objective**

Maintain a diverse mix of housing options available to the complete spectrum of household incomes and household types.

#### **Principle 1**

Encourage affordable housing in appropriate locations, in particular where community or public water supply and sewage disposal is feasible.

#### **Principle 2**

Cooperate with not-for-profit housing organizations, government agencies, private lenders, developers and builders in pursuing options and meeting the housing needs of local residents.

#### **Programs**

- Identify potential sites that meet affordable housing criteria.
- Re-assess the preference for housing types in the community.
- Inform community residents of the availability or future availability of housing in Danby across the entire price spectrum.

### **GOAL 2**

Households with individuals with special housing needs, including the elderly, those with physical or mental disabilities, single parent households, as well as low and moderate-income households are able to attain suitable and affordable housing.

#### **Principle 1**

Encourage accessory apartments within or attached to single-family residences.

#### **Principle 2**

Encourage improved access to appropriate services for all housing types.

### **GOAL 3**

Maintain and promote the historic character and development pattern of housing in Danby.

**Principle 1**

Residential development should meet the space needs of the anticipated population in such a way as to minimize new roads.

**Principle 2**

Encourage construction of new and/or rehabilitated housing that coordinates with public services (water, sewer, and transportation networks).

**Programs**

- Increase public awareness of the critical need for a variety of housing that meets the needs of all of Danby's residents.

# Natural Resources

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## Topography

Most of Danby is located within a single ecological region, the Taconic Mountains. These regions influence an area's geologic, climatic, and vegetative characteristics<sup>11</sup>.

There can be a wide variation of conditions within a given region. The Town of Danby can be divided into four main geographic districts:

1. The town's eastern extremity borders the Otter Creek and the Vermont Valley. The valley stretches to Mount Tabor to the east and to the Danby Borough to the west before meeting the edge of the Taconic Mountain range. It is on this edge of the mountains that the town's lowest elevation - 650 feet above sea level - is found.
2. Aside from the Borough, the majority of the town's flat land is located in the Four Corner area at an elevation of approximately 1,400 feet. Danby Pond is located there, as was the town's first settlement. Relatively gentle slopes follow westward towards the town of Pawlet in a valley between Woodlawn Mountain and Mount Hoag.
3. Danby's southern border is wedged between two peaks: Dorset Mountain, one of the five highest peaks in the region at 3,750 feet of elevation, and Woodlawn Mountain (elevation 3,110). A pass crosses from the town of Dorset at an elevation of approximately 1,700 feet and is served by the Dorset Mountain Road.
4. The final geographic district is defined as where the southern extremity of Tinmouth Mountain (known as Dutch Hill) runs into the Danby Four Corners area and abuts the flat lands. Dutch Hill forms a steep ridgeline that is one of the town's most dominant physical features. At its steepest point, the ridge drops 1,000 vertical feet in less than half a mile.

Danby's forest lands are among its greatest natural resources. They are a source of wildlife habitat, outdoor recreation, and managed forestry.

## Elevations

Dorset and Woodlawn Mountains, as well as Dutch Hill, contain the town's most severe topography and highest elevations. These areas are unique and important scenic, recreational, and hydrological resources in the community. Because soils in these areas are generally shallower than elsewhere, the potential for surface runoff is high and vegetative growth is slow. The Vermont Agency of Natural

Resources has determined that environments above 2,500 feet elevation are considered sensitive to development. Most of Dorset Mountain is already designated as Conservation Land and is protected from extensive development. Areas at high elevations or with steep slopes are shown on the Natural Resource maps included in this document.

## **Geology and Soils**

Three major soil groupings within nine soil associations encompass the Rutland Region. The three groupings, soils formed in water-deposited material, soils formed in the Vermont and Champlain Valleys and the Taconic Mountains, and soils formed in the Green Mountains, are all present in Danby.

Danby Borough borders the first of those groupings and is located in the Hinckley-Warwick-Windsor Association of soils that formed in water-deposited material and organic material as part of the Vermont Valley.

The majority of the town, including most of its center, is located in the second major grouping. Danby Four Corners and its associated valley form part of the Paxton-Georgia-Amenia Association of soils that runs north-south from Rutland City through Clarendon and Tinmouth into Danby. Also common are soils from the Dutch-Bomoseen-Pittstown Association that line both sides of the valley.

Finally, Dorset Mountain makes up part of the third major grouping and is lined primarily with soil from the Rawsonville-Houghtonville Association.

## **Water Resources**

### **Hydrology/Watersheds**

Topography, geologic, and climatological factors greatly influence the hydrologic events of watersheds and drainage basins. A watershed is defined as any sloping surface that sheds water. A drainage basin is a watershed that collects and discharges surface stream flow through one outlet or mouth.

Two main watersheds, the Mettowee and the Otter Creek, drain the town of Danby. The Mettowee drains the western half of the town towards Pawlet and New York State. The Otter Creek drains the eastern half of the town towards Rutland, Middlebury, and eventually Lake Champlain. Both watersheds are part of the larger Lake Champlain Basin Watershed that covers approximately one-third of the state of Vermont, part of New York State, and part of southern Quebec.

Watershed plans for the Otter Creek watershed and the Poultney-Mettowee watershed are being prepared. These documents should be reviewed for recommendations relevant to the Town.

There has already been some monitoring of the Mill Brook by students at Currier Memorial School.

Erosion studies have been conducted on a number of reaches of streams in both watersheds; further studies should be considered for portions of the Mill Brook that could be impacted by run-off, erosion, or other issues.

## Surface Waters

Danby's surface waters comprise one major body of water – Danby Pond – and a network of rivers and streams crossing throughout the town.

The largest moving body of water is the Mill Brook. The Brook travels north between Dorset and Woodlawn Mountain before turning eastward. The Brook then flows by Danby Borough and into the Otter Creek. Baker Brook, in the northeast corner of town, flows into Otter Creek. Another set of streams drain the north-western part of the town: Fall Brook and Mountain Brook flow into Flower Brook and, later, into the town of Pawlet.

### **Development along bodies of water**

Roads and buildings located near to surface waters can pose threats to maintaining healthy surface water bodies. Point source pollution, such as faulty septic systems, can combine with non-point source pollution such as run-off from roads and driveways to seriously damage lakes, ponds, and rivers. Run-off from agricultural fields is also an important element.

Most of Danby's surface waters have been relatively free of encroaching development in the form of housing. Danby Pond is mostly free of structures and has only two small access roads leading to it. Development along the Mill Brook is limited, with two notable exceptions: the Borough, and Brook Road. The Mill Brook is more susceptible to pollution from surface run-off in the Borough simply because of the higher density of development and use of roads.

### **Erosion**

Erosion is soil loss into a body of water. Soil may be either carried down along 'channels' from higher ground or taken away along the bank of a river. It is a natural phenomenon but is often greatly exacerbated by development and/or the removal of vegetation along stream banks and lake shores. Excessive erosion can lead to the deterioration of water quality and to the loss of personal or public land.

The potential for river bank erosion is greater in areas with steep slopes. Runoff is highest where trees and shrubs have been removed from a landscape because nothing exists to slow the course of rainfall down a slope. Two common effects of erosion are thermal pollution - an increase in the temperature of the water,

potentially causing fish populations to die - and sedimentation - an increase in the amount of soil being carried in the river.

In Danby, erosion of river banks, especially along Mill Brook and Flower Brook, is an important consideration. Mill Brook is susceptible to erosion because of its slope and the encroachment of housing and roads along its banks; Flower Brook is susceptible both to erosion and to thermal pollution because of the loss of vegetation along its edges. Geomorphic assessments of these headwaters should be considered.

### **Buffer strips**

Buffer strips are bands of protected vegetation along the side of a body of water. They are a natural solution to many of the problems associated with water-side development, capturing and dissolving water and pollutants. Buffer strips act as filters for water running towards the stream or lake.

A guide produced by the Rivers Alliance of Connecticut, "The Importance of Streamside Buffers", describes their role: "Plant roots in the buffer hold the banks of the river in place, stabilizing the soil. Roots also absorb the water and some of the contaminants in it. The bodies of plants (tree trunks, bushy shrubs, and tall grass) slow the rush of polluted runoff, allowing the water to seep into the ground, where it is filtered and cleaned. Plants and leaf litter catch eroded soil before it reaches the waterway."

The Vermont League of Cities and Towns has prepared a model Riparian Buffer Strip Regulation for consideration by communities.

### **Back road maintenance**

Back roads, by nature of their topography and design, if not properly maintained, can contribute heavily to water pollution. The Vermont Better Backroads Manual (1995) describes a number of cost-effective techniques and actions that can be used to improve maintenance of graveled backroads in a manner that also protects and enhances local water quality.

### **Surface water pollution issues**

Existing water pollution problems, as identified in State of Vermont - Agency of Natural Resources Basin Plans, Water Quality Assessment (305(b) report), and the Clean Water Strategy should be considered high priority for abatement. These problems can include:

- a) agricultural runoff;
- b) erosion, sedimentation, and water crossings from construction sites and other land disturbance, road and ditch runoff, stream bank destabilization, impoundments, and logging;
- c) failing or inadequate community and individual on-site wastewater disposal systems;

- d) elevated temperatures, low dissolved oxygen, and physical habitat degradation from poor flow regimes.

## Groundwater

Danby generally has high ground water quality. Protected forests on Dorset and Woodlawn Mountain combined with a sparse development pattern account for this. The potential for poorer quality groundwater does exist, however, in the town's more populated areas and where structures are located downstream from higher density areas and farms. Ensuring that residents have safe drinking water is among the town of Danby's top priorities. Danby has one wellhead protection area that provides the source of water for the Danby-Mt. Tabor Fire District's water system. (see the Natural Resources map).

Groundwater can be subject to contamination from a variety of sources. Potentially harmful activities include the following (as noted in state regulations):

- Underground storage tanks for petroleum or other hazardous substances.
- Pesticide and herbicide applications on agricultural land, golf courses, resorts, residential properties, and railroad and utility rights-of-way. Such activities may require permits from the State.
- Failing septic systems, old industrial and town solid waste disposal sites, industrial floor drains, poor agricultural practices, road salt, and landfill leachate

### **Constraints to development**

Among the most significant constraints to development in Vermont is the suitability of land to handle subsurface water sewage disposal. Slope, soil type, depth to bedrock, and water table levels are determining factors for construction in the state. Septic fields are also a serious problem, and may result in pollutants reaching the surface. The State now controls the distribution of permits for on-site systems; there are provisions for performance based systems.

## Wetlands

Wetlands are land areas that are saturated with water at least part of the year and include marshes, swamps, soughs, fens, mud flats, and bogs. They provide important wildlife habitat, but also play a critical role in local water management. They serve as an additional filter for stormwater runoff and limit erosion by slowing the progress of water into a lake or river system. They are also storage basins for chemicals such as phosphorous and help minimize algae blooms and nuisance aquatic growth during the summer.

## **Classes of Wetlands**

Wetlands are identified by three parameters: hydrology, soils, and vegetation. Class I and II wetlands are considered significant and are protected by the Vermont Wetland Rules.

Class 1: Class One wetlands are those which the Vermont Water Resources Board determines are exceptional or irreplaceable. Only two have been identified in the State; one is the Tinmouth Channel which is partially fed from sources in Danby.

Class 2: The rules designate most wetlands shown on the National Wetland Inventory (NWI) maps and those wetlands contiguous to mapped wetlands as Class Two wetlands. A 50-foot protected buffer zone is designated adjacent to all Class Two wetlands. The majority of the town's Class II wetlands are found in the center of the town in the area surrounding Danby Pond. Please see the Natural Resource maps in this document for the approximate location of Class II wetlands in the town.

Class 3: Class Three wetlands are those which either considered not significant for producing any wetland functions when last evaluated or that have not been mapped on the NWI maps. Class Three wetlands are not protected under the Vermont Wetland Rules. They may play important local functions and can only be regulated at the local level.

## **Wildlife & Vegetation**

The Vermont Department of Fish and Wildlife maps areas of a town which present unique conditions for vegetation and animals. Deer wintering areas; rare, threatened, and endangered species; and significant natural communities are mapped across the state with the goal of highlighting approximate resource areas where further study would be necessary if development were being considered. Each of these is listed on the natural resources maps in this section.

State maps indicate that deer wintering areas are scattered throughout the eastern parts of Danby. The largest site follows the Mill Brook just west of Danby Borough.

## **Agriculture and Forestry**

Agriculture and forestry have been an important part of Danby's livelihood for over two centuries. Today, despite changes in national and international practices, both remain important parts of the Danby economy and landscape. Encouraging agriculture continues to be a primary concern of the community.

Agricultural and forestry practices exist throughout the town, but are most common where soils have made it most effective (see Natural Resources map).

## **Extraction of Mineral Resources**

Danby has a wealth of mineral resources. Marble extraction has been an important part of the Danby economy for over 150 years. A band of sedimentary rock, which often contains marble, stretches from Dorset Mountain in the town's southeast corner northwards into Tinmouth Mountain. A quarry within Dorset Mountain that has been operational since 1906. Gravel resources are also plentiful in the community. Small gravel pits have been a source of income for the community for several decades.

## **Rare, threatened, and endangered species**

Rare, threatened, and endangered species are those considered to have very particular habitat requirements, are at the edges of their ranges, are vulnerable to disturbance or collection, or have difficulty reproducing<sup>12</sup>. They are found in four places in Danby. Please see the Natural Resource maps in this document for the approximate locations of these four areas.

Three of the four sites are home to rare plant species. The fourth is a mammal species that is on the state's threatened list.

# Natural Resources Goals, Objectives, Principles, and Programs

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## Elevations and Soils

### **GOAL 1**

Maintain or improve the natural state of Danby's high-elevation areas.

#### **Principle 1**

Keep the rugged and poorly accessible mountain and forest areas free from development and reserved for forestry and other uses appropriate to the natural character.

## Surface Water

### **GOAL 1**

Maintain or improve surface water quality to protect drinking water, aquatic habitat, and recreation.

#### **Principle 1**

Encourage pollution abatement in the town's rivers, streams, and ponds.

##### **Program**

- Review Otter Creek and Poultney Mettowee Watershed Plans for programs and tools relevant to meeting this principle. Develop an action list and incorporate in the Town Plan.

#### **Principle 2**

Vegetated buffer strips should be encouraged in shoreland and riverside areas surrounding streams and ponds.

##### **Program**

- Encourage structures to be erected away from sensitive areas by at least 50 feet through proper site planning and design.
- Review model Riparian Buffer Regulation and consider recommending adoption by the Selectboard.

#### **Principle 3**

Construction should be discouraged where slopes exceed 15 percent.

#### **Principle 4**

Construction should be discouraged in areas susceptible to inundation and erosion.

### **Program**

- Update the Flood Hazard Area Regulation
- Consider adoption of an Erosion Control ordinance

### **Principle 5**

Upland watersheds should be maintained predominantly in forest and recreation use to ensure high quality of valley streams and their tributaries.

### **Principle 6**

Withdrawal or contamination of ground water which affects the quality or quantity of surface water should be discouraged.

### **Principle 7**

Activities that are potential sources of non-point pollution, including but not limited to agriculture and silviculture, should follow Acceptable Management Practices for logging and Best Management Practices for Agriculture.

### **Principle 8**

Encourage development which will minimize run-off in vulnerable areas.

### **Principle 9**

Continue to support the road crew in employing gravel road maintenance techniques that prevent soil erosion, road surface deterioration, and storm water runoff.

## **Groundwater**

### **GOAL 1**

Maintain and enhance the quality of ground water resources and their source protection areas from adverse development.

### **Principle 1**

Encourage proper installation and maintenance of on-site sewage disposal systems.

### **Principle 2**

Land use activities should prevent undue loss of groundwater quality.

### **Program**

- Identify and map areas of potential concern from Principle 2 and investigate options to maintain water quality in those areas.

## Wetlands

### **GOAL 1**

Identify and protect all wetlands which provide significant functions and values in such a manner as to achieve no net loss of such wetlands and their functions.

### **Principle 1**

Significant wetlands and other critical natural communities should be protected from development by encouraging the maintenance of an undisturbed buffer strip of natural vegetation at least 50 feet in width around the edge and by preventing runoff and direct discharge into wetlands.

## Wildlife and Rare & Endangered Species

### **GOAL 1**

Assure the maintenance of land and water quality necessary to sustain existing communities.

### **Principle 1**

Give due consideration to the effects of interruptions to the natural flow of water.

### **Principle 2**

Encourage areas with rare, threatened, and endangered species to be protected.

### **Program**

- Whenever possible, assist the State in keeping an updated inventory of rare, threatened, and endangered species in the community.

## Agriculture and Forestry

### **GOAL 1**

Further sustainable agriculture and forestry uses and practices in the community

### **Principle 1**

Land owners develop their property in a manner that retains the greatest possible amount of prime agricultural land for traditional uses.

### **Programs**

- Make information available to developers detailing efficient design options.

- Encourage land owners who want to work with conservation organizations to conserve open land.

## **Principle 2**

Maintain agriculture and forestry as viable industries in Danby

### **Program**

- Encourage alternative agricultural uses, use of locally produced products, and involvement in the Rutland Area Food and Farm Link.

## **Extraction of Mineral Resources**

### **GOAL 1**

Help balance the continuation of natural landscapes with the economics of mineral extraction.

### **Principle 1**

Current and future mineral extraction should be done in such a manner so as to limit negative impacts, where possible.

# Transportation

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Good transportation facilitates getting to work, getting to stores and accessing the opportunities and activities available to residents, visitors and businesses. The transportation system of a town is also the framework that directs land uses, development patterns, and overall character.

Since traffic grows proportionately to such development, thought must be given to how much accessibility the Town can afford and provide in terms of road maintenance and improvements.

The history of Danby's transportation network is not unlike that of many other Vermont towns. Trails first used by Native Americans became increasingly well-traveled as permanent settlement began to take place following 1765. The Four Corners area and what would eventually become U.S. Route 7 were among the first permanent roads to be constructed.

## Background

In Danby and most of Rutland County, the road network is clearly the dominant form, with passenger vehicles serving as the primary users, followed by trucks and regional transit providers (in select locations). Long distance passenger rail, air, and bus services are available within the Rutland Region.

In Vermont, highways are defined by their administrative classes: 1, 2, 3 and 4. Local towns have legal authority to define access on all Class 2, 3 and 4 roads; they share jurisdiction on Class 1 roads. Routes may also be defined by functional classes<sup>13</sup>

**Class 1** town highways are those town highways which form an extension of a state highway route (usually in a downtown area) and which carry a state highway route number. Land Access should be of a secondary function; therefore, curb cuts should be limited.

**Class 2** town highways are those selected as the most important roads (after State roads) in each town. As far as practicable, they are selected by the State with the purpose of securing trunk lines from town to town and to places that by their nature have more than the normal amount of traffic.

**Class 3** town highways make up the majority of local roads. The minimum standards for Class 3 highways are to be negotiable, under normal considerations, all seasons of the year by a standard manufactured pleasure car. This would include, but not be limited to, having sufficient surface and base, adequate drainage, sufficient width. The Selectboard may determine whether a

class 3 highway, or section of highway, should be plowed and made negotiable during the winter

**Class 4** town highways are all other town highways. Designated by the Selectboard, this category includes all untraveled highways, pent roads, town highways with gates, and all town roads not classified as state highways, Class 2 or Class 3.

**Trails** are other routes in the community which allow public access but for which the Town bears no maintenance responsibility or liability. They are privately owned and maintained.

## **Danby's Highway System**

Danby's road system is a network of State, Class 2, Class 3, and Class 4 highways. At present, these are sufficient to handle the town's traffic needs, but as use of the roads and development increase, consideration will need to be given to the policies the town will follow in upgrading roads and in scheduling repairs, maintenance, and improvements. Our roads are considered scenic back roads, and any improvement should enhance this quality.

There are 2.473 miles of State Highway - Route 7 - in Danby. This is a north to south route carrying inter-regional as well as local traffic. It is in good repair and handles the traffic flow well.

Three roads covering 14.67 miles carry Class 2 designations:

- Brook Road, connecting the Borough to Danby Four Corners
- Danby-Tinmouth Road, connecting Danby Four Corners to Tinmouth to the north
- Danby-Pawlet Road, connecting the Four Corners area to two of the Region's southern towns.

The majority of the highways in Danby [39.24 miles] are designated Class 3 including Main street in the Borough, and all other public, year-round roads in the town. While some of these are blacktop, most are dirt or gravel. Their function is to provide access to property abutting the right-of-way. Finally, there is a limited number of town trails. The town assumes no responsibility for the maintenance of these trails. The Town Highway Map from the Agency of Transportation shows 1.15 miles of class 4 roads. Recent legislation gives Towns the ability to identify unidentified corridors and take steps to retain control over them for future use; without local action, all of these unidentified corridors will revert to the adjacent landowners in 2017.

Although passenger vehicles are the most common mode of transportation on the Danby highway system, trucks and bicycles play an important role as well.

## Trucks

Truck traffic in Danby is generated by three principal sources. The highest volume is from through-traffic along Route 7. For the most part, this volume is separated from the community and is not a critical issue. Other sources of truck traffic include deliveries to and from the Borough area, transport associated with quarrying facilities in the south-eastern part of the community, site excavation, logging, and soil transport.

As is the case elsewhere in Vermont, there are positives and negatives associated with truck traffic. Adverse impacts include health and safety concerns from noise, dust, air quality impairment, vibrations, and congestion. These must be balanced with the public welfare benefits to having employment opportunities, goods moved and services provided in the community.

## Bridges

Due primarily to the abundance of streams throughout the town, roads in Danby cross 30 bridges of more than six feet in length. Of those, six measure more than 20 feet in length. Brook Road, which leads from the Borough to Danby Four Corners along the Mill Brook has the most concentrated collection of bridges. The town and the Vermont Agency of Transportation share jurisdiction for the maintenance of bridges in Danby.

## Surface and traffic conditions

Danby residents generally have expressed approval for local road maintenance. Support continues to be expressed at town meeting for road maintenance efforts.

In 2001 traffic counts were conducted on the following roads:

- Danby-Pawlet Road, near the town border
- Tinmouth Road, north of Danby Four Corners
- Scottsville Road, immediately west of US Route 7

In general, the three roads had a slightly higher than average proportion of truck traffic than the state averages for other roads of the same classification. On Danby-Pawlet Road, for example, counts indicated that between 9.4% and 11.4% of all vehicles were trucks; the state average for the year 2000 was 5.7% for the same class of road.

The discrepancy was less significant on the other two roads. On Tinmouth Road, counts indicated that trucks accounted for between 5.4% and 7.4% of all vehicles, while the state average was 5.4% for the same class of road. On Scottsville Road, the counts showed trucks accounting for between 4.5% and 7.0% of traffic, compared with a state average of 4.9% for similarly-classed roads.

These results, especially those along Danby-Pawlet Road, were not surprising given that in Vermont, state highways generally provide the principle access to

larger communities, whereas these routes are among the primary routes serving Pawlet.

### Speed study

In 2004, a speed study was conducted on North and South Main Street [old Route 7]. As a result, the Selectboard adopted an ordinance limiting speeds to 25 mph in the village and 40 mph on either end of the village.

### Road standards

The Town adopted state codes and standards. Adoption of these standards provides the community with a lower local match on various state funded highway projects.

### Accident rates

According to most recent publication from the Vermont Agency of Transportation there are no high crash sites within the Town of Danby although some are found on Route 7 as it passes through Mt. Tabor. Speed limit signs are in place and speed limits are being enforced.

### Access management

Access management involves a number of specific road design, land use management, and transportation management strategies to reduce the number of driveways and intersections on arterials and highways, and improve pedestrian access. The goals are to increase safety and mobility on existing roadways, better accommodate alternative transportation modes, and reduce the demand for new highways. Access management should be considered when reviewing all new development proposals in Danby.

Towns in Vermont may regulate private access to local highways through "curb cuts", places where a private driveway or road cuts through curb (even though there may not be an actual curb in place) to gain access to town roads and highways. The Danby Selectboard requires any proposed driveways to receive a town permit before construction begins. The Selectboard bases its decision on safety considerations such as lines of sight, proximity to intersections, etc. Access management on state highways is governed by the Vermont Department of Transportation.

### Highway Conservation

Highway conservation concerns the use of lands abutting either side of the town's arterial and collector roads. Local roads should be preserved from purely linear development by limiting curb cuts.

It is recommended that development occur in clusters located away from the roads. The developer is responsible for building the roads within the

development to town road standards, and also the maintenance of said roads. The roads should be built to allow access by fire and emergency vehicles.

## **Other Modes of Transportation**

### **Bicycle / Pedestrian**

There are no dedicated bicycle paths or transportation-oriented pedestrian walkways in Danby. There has been some interest among residents for having sidewalks in the Borough area. This suggestion emerged from discussions held at a town forum conducted as part of the 2007 Village Study.

The Green Mountain National Forest also maintains an extensive network of hiking trails in nearby Mount Tabor, including the Long Trail, which stretches north-south along the center of the state.

### **Rail**

Rail has been an important part of the Rutland County economy for more than 150 years. First serving the City and stretching south to Danby in the mid 19<sup>th</sup> Century, freight-based rail helped establish several industries – most notably quarrying – in the region.

Despite the expansion of road networks throughout the 20<sup>th</sup> Century, rail remains an integral part of the county's transportation network. Today, as traffic levels continue to rise on the state's major highways, rail is being re-examined for its potential to relieve truck traffic.

Although Danby has no rail sidings at this time, they may be considered if a need or opportunity arises in the future. At present, the Vermont Railroad Company owns 1.2 miles of tracks in the community as part of a larger network following the Otter Creek and U.S. Route 7 between Rutland and Manchester.

Passenger rail service is available in Rutland City. Amtrak operates a station and provides daily trips to and from New York City.

A corridor study – The Western Gateway Corridor Study – started in 2007 will consider the relationship between the highway and rail along the entire corridor from the Massachusetts border to the Canadian border. While there is very little rail directly in Danby, the proximity of rail just across Route 7 in Mt. Tabor and the possibility of greater use of that rail for both freight and passenger uses should be watched closely by the community and participation in that study maintained.

### **Bus**

Regional Public transit is provided by the Marble Valley Regional Transit District. Based in Rutland, it maintains a route along Route 7 between the multi-

modal center in downtown Rutland and Manchester. Vermont Transit has service from Rutland to White River Junction connecting to other points. Service along the Route 7 corridor was discontinued in 2005.

Danby residents have expressed mixed interest in having public transportation services extended further into Danby. Senior citizens were interviewed in 2003 and of respondents, most had their own transportation and few saw a need for van or bus. Suggestions at a 2001 town forum, however, indicated a desire for service from the Four Corners area down to the Borough and Route 7.

## Air

The Rutland State Airport, located in Clarendon, is one of ten state-owned and operated public use airports in Vermont. The facility hosts one scheduled commercial operator, chartered flights, and general aviation.

The nearest major airport to Danby is the Albany International Airport, located 74 miles to the southwest. The Burlington International Airport is the next closest, located 88 miles to the north.

Air transportation plays a key role in allowing goods and individuals to access the Rutland Region for business and pleasure and contribute to the economy.

## The Future: Danby and the Region

In order to increase local participation in transportation planning in Vermont, the Agency of Transportation (VTrans) supports regional Transportation Advisory Committees (TACs - known in Rutland County as the Rutland Regional Transportation Council). TAC members are appointed by the towns and work together to prioritize projects and issues for attention by VTrans. Danby supports the efforts of this regional transportation advisory committee and will continue to participate through its designated representative.

As Danby's population increases, it places a greater demand on Class 2 and Class 3 roads. The town will continue to work with State, regional planners and engineers to develop solutions to problems that may arise by increased traffic.

Danby has no plans for the construction of new roads at the taxpayer's expense, and does not currently accept roads built by private individuals (e.g. developers) as town highways.

As in most town budgets, Danby's road maintenance is the largest expenditure, after schools.

## Capital Plan for Roads

The Town received a Municipal Planning Grant in 2003 to prepare a Capital Plan for its roads, minor structures [culverts and smaller bridges], equipment. The consultants, M.A. Holden Consulting, Inc., used a program called the Road Surface Management System which evaluated, ranked, offered several repair options and then assigned a cost to each. With this information they met with the road crew and the Selectboard to review the material and based on the results of those meetings prepared a report. Excerpts from that Report follow:

### Roads

In order to repair, replace or improve all the roads in the Town of Danby to perfect condition the cost would be \$1,174,179 [2005] - paved roads = \$885,077, unpaved roads = \$289,101. The consultants recommended an approach that would budget funds annually to address one mile of paved roads and 6 miles of unpaved roads annually. In this way, the 11 miles of paved roads would be repaired over an approximately ten year period and the 38 miles of unpaved roads over a six year period. The annual cost for unpaved roads would be \$50,000; for paved roads, \$80,000 - some of which should be budgeted for maintenance such as crack filling

The consultants continued by saying: "If these amounts are budgeted each year, your system will improve. If a lesser amount is budgeted and spent the condition of your systems declines. Defects will not heal themselves or go away."

### Culverts and Minor Structures

There are about 305 culverts and 11 minor structures. Of these, one was in critical condition [requiring immediate replacement], 33 in poor condition [and should be replaced or repaired as soon as time and resources allow. The estimated replacement cost for these 33 structures in 2005 was \$35,394. In terms of the Capital Budget, the consultants recommended that \$17,500 be budgeted each year for two years and then \$8,000 a year on a continuing basis for repair, maintenance, or replacement.

### Equipment

The Town has established a sinking fund for the replacement of highway equipment. Recommended was \$50,000 annually as well as the incorporation of a system that would track costs which can then be used as a management tool

### Funding

Local funds can be extended by applying for state grants that are annually available through the Agency of Transportation. Additionally, with a Capital Program in place, the Town can also apply to the Better Backroads program for funds. One such grant was received in 2005 to fix a culvert on the Danby-Pawlet road.

## **Impact of Regional Transportation Plan**

The Rutland Regional Transportation Plan is based on the objective that town road mileage should be kept to a minimum to control the cost of maintenance and snow removal without any reduction in the quality of road maintenance.

The Regional Transportation Plan includes recommendations for consideration by the community.

## **Transportation Goals, Objectives, Principles, and Programs**

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### **GOAL 1**

Provide an accessible, cost-effective, balanced transportation system that meets the need for local and through movement of people and goods.

#### **Objective**

Safe, convenient, and affordable transportation is almost as essential as food and water in today's mobile society. Public investment in transportation should be based on need, energy efficiency, and cost effectiveness.

#### **Principle 1**

Ensure that VTTrans provides adequate funding and a satisfactory maintenance schedule for Danby's bridges and highways.

#### **Programs**

- Maintain regular communication with the Regional Planning Commission as to the condition and maintenance requirements of Danby's transportation infrastructure.
- Work with neighboring towns, the Rutland Regional Planning Commission, the Rutland Region Transportation Council and the State of Vermont on a full range of transportation infrastructure topics to ensure that Danby's transportation policies are being addressed.

#### **Principle 2**

Maintain Danby's roads according to a systematic annual review of their condition and levels of usage.

#### **Program**

- Encourage the road supervisor to continue to maintain a road surface improvement schedule and to use the resources of the Vermont Local Roads Program.
- Adopt the capital program suggested as a result of the 2004 Municipal Planning Grant.
- Improve monitoring of maintenance costs of individual sections of Town highway, including the use and updating of the Road Surface Management System program.

### **Principle 3**

Identify those locations or road maintenance services which Danby residents feel are in need of improvement.

#### **Program**

- Continue to gauge residents' satisfaction of summer and winter road maintenance.
- Provide information to residents on the proposed capital program and explain the rationale for scheduling road improvements.

### **Principle 4**

Local roads should be preserved from purely linear development by limiting curb cuts.

### **Principle 5**

Mileage of town roads should be kept as low as possible.

### **Principle 6**

Work in cooperation with the state to improve roads to accommodate bicycle and pedestrian uses as well as explore options for trails.

#### **Program**

- Consider bicycle and pedestrian safety and uses when upgrading existing roads.

### **Principle 7**

Consider options for the improvement of public transit service in Danby to better meet the needs of all current and potential users.

### **Principle 8**

Locate an acceptable site for the relocation of the Town garage and sand/salt sheds.

### **Principle 9:**

Identify road related erosion affecting water quality and apply for grants to defray 80% of the costs of repair.

### **Principle 10:**

Consider a municipal policy regarding future use and development of Class IV roads to address the cost of maintenance of these roads.

### **Principle 11:**

Identify unclassified roads and take actions consistent with state legislation. Where appropriate, Class 4 roads and unclassified roads should be retained by the municipality for future use.

**Program**

- Place any trails on the town highway map and make them legal trails.
- All town roads of public record should stay under the control of the town.

## **Utilities, Facilities, and Education**

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The Town of Danby and its partners endeavor to maintain and improve access to safe and efficient services and utilities throughout the community. The provision of safe drinking water, proper disposal of waste water, accessible solid waste and recycling facilities, and quality education facilities are critical to the continued health of the community. And now, it is necessary to add to this list telecommunications capabilities [cell phone and broadband]. Danby is a town experiencing population growth. Utilities and facilities will need to continue to match growth in the community; this is particularly true in the Village area if some of the recommendations from the Village Study are to be implemented.

### **Emergency Management**

Having emergency services available is among the basic needs of residents in Danby. The Town, together with its non-profit partners, is active in all four phases of emergency management: mitigation, preparedness, response, and recovery.

#### *Mitigation*

In 2004, the Town adopted a Pre-Disaster Hazard Mitigation Plan. [A copy is included as Attachment A]. The Plan identifies the most likely types of emergency incidents and locations where these incidents are most likely to take place. The Plan also sets forth a prioritized list of tasks to be completed to reduce the damage from future emergencies. Key issues in Danby include the potential for flooding or road closures in a handful of locations, as well as the significant fire risk in the Village District because of the un-sprinklered wooden structures. Priorities in the Mitigation Plan include ensuring that the Town maintains an up-to-date Rapid Response Plan, increase fire protection in the Village District, upgrade culverts along the Brook Road and incorporate strategies for doing so into a capital budget, upgrade the town garage and salt shed to eliminate congestion and runoff.

The Town has also completed an inventory of its bridges and culverts and adopted a series of codes and standards for road maintenance that ensure sustainable practices. Having these programs in place reduces the Town's match against State dollars for certain public works maintenance projects.

#### *Preparedness*

The Town has an appointed Emergency Management Coordinator who is responsible for working with town officials and first responders to maintain an

up-to-date Rapid Response Plan (RRP). The RRP documents all the steps that need to be taken in the event of an emergency and includes a complete listing of contacts, selected methods for alerting the public, locations that are to be used as shelters and emergency operations centers, emergency equipment available, and a map of evacuation routes. The emergency operations center in Danby is the Town Office. Shelters are to be set up, in order, at Danby Town Hall, the Mountain View Baptist Church, and the Congregational Church. The RRP should be examined and re-adopted on an annual basis to ensure that the phone numbers for key individuals are correct, that other key elements, such as making sure that all shelters are approved by the American Red Cross, are maintained, and that the response community is aware of regional organizations with specialized training.

*Response:*

This includes fire and emergency response activities which are discussed below.

*Recovery*

The Town of Danby has been moderately active in its emergency management responsibilities. Because of the town's small population and rural setting, response to some types of emergencies will not be as quick as they might be in larger communities.

## **Fire Protection**

The Danby-Mount Tabor Volunteer Fire Company provides fire protection for the two towns. The company operates out of two fire stations, a main station on North Main Street north of Danby Borough and a sub-station in Danby Four Corners. It belongs to a Mutual Aid Pact with Clarendon, Tinmouth, Middletown Springs, Pawlet, Poultney, Ira, Wallingford and the Wells Fire Departments.

Its budget draws from three major sources: the towns of Danby and Mount Tabor, donations, and fund raising events.

Although the majority of calls come from Danby and Mount Tabor, the company has agreements for mutual aid services in both Rutland and Bennington Counties.

The main water supply for firefighting is the available rivers and ponds throughout town. The company responds to around 55 calls a year according to a Fire Department Official. Over the past few years, the Fire Department has received Dry Hydrant Grants and has installed three dry hydrants throughout

the community; three more will be installed in 2007. Water access for fire suppression is an issue for the Fire Department according to a 2005 study. With two exceptions [where dry hydrants have been constructed] it is accomplished by obtaining water from streams by dropping a suction hose directly in to the source. There are a few flowing bodies of water in the Town. However, most of the accessible sites are not suitable as fire fighting water sources due to low flows, high lifts, and construction complications. This makes development of year round reliable water sources difficult. Ideally, the Fire Company would like 20 dry hydrants spread throughout the Town and they strongly encourage residents to install a dry hydrant in any new ponds that are built that are near fire truck access.

Additionally, the Town should consider assisting with the cost of construction of these dry hydrants in public streams particularly in extremely vulnerable areas such as Danby Village [as identified in the Pre-Disaster Mitigation Plan].

**Table III - Calls to the Danby-Mt. Tabor Fire Company in 2006-2007**

Structure Fires:	6	Propane:	4
Mutual Aid:	7	Alarms - CO2:	3
Rescue Squad Assists:	3	Car Fires:	1
Grass Fires:	1	Chimney Fires:	6
Motor Vehicle Accidents:	16	Miscellaneous:	11

Forest fires are under the jurisdiction of the Town Forest Fire Warden.

The Company continues to upgrade its equipment and facilities through funds provided by the Department of Homeland Security. Recently [2005] voters approved a contribution of \$25,000 each year for seven years for the purchase of a new fire engine.

Residents appear to be pleased with the services being provided by the Company. Respondents to the 2001 Survey indicated overwhelming satisfaction.

While the Danby-Mount Tabor Volunteer Fire Company operates independently of either government, the Town of Danby encourages it to be active in considering new development proposals with regard to emergency access. General accessibility from the Company's two fire stations and site-specific road and building designs are especially critical.

## **Police Protection**

Police protection is provided by a First Town Constable, and also by contract with the Rutland County Sheriff's Office. Danby is also covered by State Police

from Rutland; Danby's crime rate has been comparable to its neighbors' and below the county average in recent years.

## **Health Facilities**

Medical care is provided by physicians in Rutland, West Pawlet, Manchester and Wallingford. The Rutland Visiting Nurse and Hospice Association provides services to the town, while the Manchester, Wallingford and Granville Rescue Squads provide emergency rescue services. Danby also has first response capability. In-patient care is provided by both Southwestern Vermont Medical Center in Bennington and the Rutland Regional Medical Center in Rutland.

Medical care continues to be a topic of debate in the community. It was regarded as a high priority at the time of the 1996 town survey and, in 2001, received the lowest approval rating of all services in the community.

## **Education**

Assuring a high level of education is critical. It not only provides Danby's youth with the tools to grow and succeed, but it is a source of community pride. Danby and Mount Tabor share one public elementary school, Currier Memorial. Some parents have also chosen to home school their children. The Mountain View Christian Academy is a parochial school.

### **Currier Memorial School**

Danby's public school, Currier Memorial, is part of the Union District #23 under the administration of the Bennington-Rutland Supervisory Union. It serves children in grades K-6 who are residents of Danby and Mount Tabor.

During the 2006-07 school year, the school had nine full-time classroom teachers to go along with eight teacher's aides, a principal, a secretary, food service personnel, a nurse, and a custodian. Total staff is 25; 35 percent are teachers.

### **School facilities**

The school has eight classrooms. Each is equipped with at least two Internet-served computers. The school also maintains a library, a kitchen, a multi-purpose room, and a variety of offices.

Recreational facilities at the school include a playground, a soccer field, a tennis court, and the indoor gymnasium. Facilities are available for use by area residents; parties interested in using indoor facilities must contact the school.

Enrollment at Currier Memorial has dropped in recent years, from 168 in 1996-97 to a low of 105 in 2003-04; in 2005-2006, it had risen again to 122; 22 of these are

in the early education program. The school's estimated capacity is estimated at 200 students.

The Maple Street School in Manchester, an independent institution serving grades K-8 had 10 elementary Danby students in 2006-07. There were also two families that chose to home-school their children.

The Mountain View Christian Academy serves students from kindergarten through grade 12. There are currently two students.

Students pay an annual tuition. The church and private donations subsidize the remainder of the school's operation costs.

School facilities include three classrooms, a cafeteria, a gymnasium, and an outdoor playground.

### Secondary Education

As Danby has no high school facilities, local families may choose which high school their children attend.

Students attending public schools have tuition paid in full. Students attending private, non-religious schools are given the state average to apply towards tuition. In 2006-07, that figure was \$10,318 for students in grades seven and eight, and \$10,394 for students in grades nine through twelve.

The majority (91 of 100 in 2006-07) of high school students from Danby attend Mill River Union High School in Clarendon, Burr and Burton Academy in Manchester, or Long Trail School in Dorset. At least 5 other high schools and local schools providing 7<sup>th</sup> and 8<sup>th</sup> grade education are also used. Bus service is provided for Danby residents who attend Mill River and Burr and Burton.

## Facilities in the Community

### The Smokey House Center

Established in 1974, Smokey House Center (SHC) is a non-profit organization dedicated to improving the lives of young Vermonters and to demonstrating ecologically sound and economically productive land use practices.

The Center's nearly 5,000 acres of farm and forest land serve as an outdoor classroom where at-risk teenagers and other North Bennington and Rutland County youth learn academic, social, and workplace skills by working on the land. Students plant and harvest vegetables, raise animals, and do ecological research. Since its inception, the Center has employed more than 2,000 Vermont teens and served over 700 middle-school students.

For 33 years, SHC has managed approximately 1,000 acres of farmland and 4,000 acres of forestland. Smokey House is committed to keeping land in production, stimulating the local economy and conserving some of southern Vermont's working landscape.

## United States Postal Service

The Danby Post Office celebrated its 200<sup>th</sup> year of service to the community in January 2002. Today, the United States Postal Service operates one facility in Danby that employs two individuals full time and three others on a part-time basis.

## Historical Society

The Mt. Tabor-Danby Historical Society was founded in 1985 as a 501(c) 3 corporation. Membership is open to all and there are approximately a dozen active members from both towns, including part-time residents.

The purpose of the Society is to archive artifacts connected with the history of both towns and to provide educational programs. The society holds a 100 year lease on a portion of the former Pearl S. Buck residence, 53 Brook Rd., Danby, where items in the collection are on display and meetings and programs are held. Anyone interested in joining the society should contact them at P. O. Box 238, Danby, VT 05739.

## Municipal Services

An elected three-person Selectboard governs Danby. One member is elected each year to serve a three-year term. They are assisted by other elected and appointed officials: a Town Treasurer, Town Clerk, Assistant Town Clerk, Listers, School Board Members, Regional Planning Commissioner and Planning Commission Members, and other Town officers as listed in the Danby Town Report.

The Town Hall, where annual meetings are held, is located at Danby Four Corners. The Town Offices and town garage are located in Danby Borough on Brook Road. The transfer station and recycling center are located adjacent to the town garage. For safety, health, liability and fiscal reasons the current situation is in great need of modification and locating a site for and developing costs of a new municipal garage and transfer station is a top priority of the community.

## Water Supply

The majority of homes had their own water supply, driven wells, dug wells or springs in 2007.

The recharge area for the Danby-Mt. Tabor Fire District No. 1 well and springs are indicated on the Natural Resources Map. This system serves the portion of the town within the Danby-Mount Tabor Fire District 1. Planning for future water use should include adequate water for fire protection as well as domestic use.

The water is abundant and of excellent quality. The Town Plan contains policies for protecting the streams, springs and other water supplies from contamination. Currently the system can provide 50,000 gallons per day. The system is at capacity.

## Sewage Disposal

Sewage disposal is on an individual basis through town. Septic tanks, dry wells and leach fields are the common method of disposal. Rural areas should continue to rely on individual on-site sewage disposal with low enough densities to allow such disposal without problems to adjacent neighbors or water supplies.

There are many new alternative systems that could be investigated both by individual homeowners and by developers interested in constructing housing in a more compact manner.

## Solid Waste Disposal

The Town of Danby maintains a contract with a local solid waste disposal company and runs a waste transfer station at the town garage. Home and business owners are responsible for transporting solid waste and recyclables to the transfer station.

Each trash bag must have a Town of Danby sticker attached.

The Town currently accepts all recyclable unsorted. They are transferred to a sorting facility. It is the sense of those operating the transfer station that this has reduced the amount of solid waste disposed. The number of tons of solid waste over the last four years [2002-2006] has not varied greatly running between 623 tons in 2003 to 666.93 tons in 2006. In 2005, the Town switched to the unsorted recycling facility. It is interesting to note that while the amount of material recycled has risen from 45.5 tons in 2003 to 61.25 tons in 2007 [101 tons were recycled in 2005] the amount of solid waste has not materially changed. This most likely reflects the fact that prior to 2005 recycled materials were taken to other facilities.

## Personal Wireless Telecommunications Facilities

As a result of rapid industry growth, emerging technologies, and a strong desire among Vermont communities to improve police, fire, and emergency response

communications, Vermont towns will likely be seeing a growth in the number of applications for telecommunications towers over the next few years.

Vermont towns and cities may regulate towers and cellular structures for aesthetic and environmental reasons but may not regulate their siting, construction and modification on the basis of potential radiation effects relating to health and interference.

## Child Care

The availability of child care for our residents is a big factor related to the affordability of living in Danby. Parents of young children need to have safe, accessible, and affordable child care options; otherwise, choices have to be made between earning a living or raising a family. There are currently three licensed or registered child care facilities in Danby.

It is difficult to assess the need for child care facilities in Danby because of the high proportion of adults who commute to other communities to work. Some undoubtedly use family members to provide child-care. Parents and/or child care providers in Danby should be asked to provide input on the need for additional child care facilities.

## **Utilities, Facilities, and Education Goals, Principles and Programs**

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### **GOAL 1**

To provide access to adequate public facilities and services to meet existing and future needs of the community within the context of fiscal capabilities and planning objectives.

#### **Principle 1**

Encourage settlement patterns that reduce travel requirements for work, services, shopping, and recreation.

##### **Program**

- Discourage land uses that would create or lead to energy inefficient sprawl, and strip development.

#### **Principle 2**

Encourage future development in the community to be in accord with the capabilities of the fire company and emergency services.

##### **Program**

- Consult the fire company when constructing new roads or new subdivisions

#### **Principle 3**

A site for a new municipal garage and transfer station should be located and development costs prepared.

### **GOAL 2**

To assure that basic needs for public health and safety are met and maintained at satisfying levels in accordance with population growth.

#### **Principle 1**

Ensure that present and future residents maintain access to safe and cost-effective sources of drinking water.

##### **Programs**

- Locate, to the greatest extent practical, new or expanded public utilities within existing highway or utility right-of-way.

#### **Principle 2**

Continue to support fire, police, and emergency services in Danby.

##### **Program**

- Facilities and effective equipment as well as training for fire protection shall be provided within the financial capabilities of the fire department and town.

- Actively participate in multi-town emergency preparedness activities while striving to be self sufficient wherever possible.
- Work with the Fire Department and the Selectboard to provide more sites for dry fire hydrants.

### **Principle 3**

Encourage the expansion of health services available to Danby residents and visitors.

#### **Programs**

- Work with neighboring communities to explore the feasibility establish an area-based emergency response program

### **Principle 4**

Reduce fire damage as much as possible by having an adequate year round water supply for fire suppression.

#### **Programs**

- Encourage homeowners to install dry hydrants when constructing or repairing ponds with access to for fire trucks.
- Provide information on requirements for dry hydrants to home owners.
- Consider town support for the construction of dry hydrants particularly in the Village district.

## **GOAL 3**

To encourage a wide variety of community services, including education of children and adults, senior citizen programs, and meeting facilities.

### **Principle 1**

Continue to support the Currier Memorial School in its endeavors to educate children in Danby

### **Principle 2**

Continue to provide input for the best interests of Danby residents at all levels of union school activity.

### **Principle 3**

Encourage the expansion of adult and senior activities and education in the community

#### **Programs**

- Consider making greater use of town buildings for community use

- Assist in the implementation of the Recommendations developed in the 2006 Community Center Study particularly the creation of a committee to further investigate the coordination

#### **Principle 4**

The Town should implement the Capital Budgeting Program. This would show the present conditions of all public facilities such as roads, town buildings, town vehicles, etc. and set forth a schedule for their repair or replacement.

#### **GOAL 4**

To assure that future telecommunication facilities match the needs and concerns of local citizens.

#### **Principle 1**

Ensure that the location and capacity of infrastructure is consistent with other planning goals, such as protection of natural resources.

##### **Programs**

- Refer to the Danby town plan to inform decision-making regarding community facilities.

#### **Goal 5**

Encourage maximum flexibility for parents to have access to quality child care providers.

##### **Programs**

- Work with the Rutland County Parent-Child center to assess the need for child care facilities in Danby.

# Energy

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Homes, commercial structures, and institutional buildings presently draw on a variety of energy sources in Danby. Electricity, wood, and fuel oil are the main sources in the community.

The Town of Danby supports and encourages energy efficiency in homes and businesses. Pellet stoves are becoming a popular alternative to wood heat in the community; while not a totally accurate picture of their use, the local hardware and lumber supply company has sold and/or supplied 20 to 25 in the past five years.

## Heating Fuel

According to the 2000 Census, fuel oil and wood were the most common sources of heating fuel in the Town although the use of wood has dropped 31 percent since 1990. Similarly, the use of gas and oil use is up and electricity use has declined 88 percent. The use of pellet stoves is also on the increase although there is no official data; the local supplier of both stoves and pellets indicates that they service around 20 to 25 stoves in Danby.

**Table IV – Number of homes in Danby by Fuel Sources (2000)**

Utility Gas	3	Coal / Coke	0
Bottled Tank, LP Gas	75	Wood	79
Electricity	2	Solar	0
Fuel Oil, Kerosene	342	Other	0

Source: 2000 Census

## Electricity

The Central Vermont Public Service Company provides electricity to Danby's residential, commercial, and institutional facilities. The only structures in the Town not supported by CVPS are the marble quarry facilities in Dorset Mountain.

CVPS has a total of 62.0 miles of distribution line in Danby, 95 percent of which is above ground. The majority of this line is *single phase* rated at 7.2KV<sup>14</sup>. They have neither transmission lines nor any substations in the Town. Electricity is supplied through a network of distribution transformers that convert power for home and business use.

Vermont Marble Power Division of OMYA, Inc, supplies electricity for the company's quarry facilities. They have approximately 5.5 miles of 46KV transmission line in Danby, as well as a substation at the quarry itself.

## Gasoline

Automobile dependency is high in Danby because of the town's rural nature. While residents in Danby Borough have the opportunity to walk to some local services, the majority of the town's residents use vehicles for daily trips.

According to the 2000 Census, 77 percent of all households had at least two vehicles, up from 67 percent in 1990. Only four percent had no vehicles in Danby. As a comparison, 77 percent of all housing units in Rutland County had at least two vehicles, while eight percent had no vehicles.

## Energy Resources

The most prevalent energy source in Danby is wood, which is found throughout the community on private, public, and conserved land. The Mill Brook is the main source of flowing water in the community. Because of its proximity to human settlement, the narrowness of its valley, and its relatively low volume, however, it is not well suited to large-scale electricity generation; smaller scale facilities should be considered.

## **Alternative Energy Sources**

Danby supports the exploration and use of renewable and alternative energy resources in the Town where they fit with the natural environment.

## Energy Goals, Principles, and Programs

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### GOAL 1

Encourage the efficient use of energy sources in Danby

#### Principle 1

Establish a strong and visible commitment to energy efficiency and increased use of renewable fuels in all buildings, especially new ones.

#### Program

- Endeavor to make public buildings models of energy efficiency
- Appoint an Energy Coordinator to provide information and assistance to residents and work with the Planning Commission on drafting a more comprehensive Energy Plan for the community.
- Work with CVPS or others to complete an energy audit of town buildings.

#### Principle 2

Work to create opportunities for walking, cycling, and other energy efficient, non-motorized alternatives to the automobile.

## **Cultural and Historic Resources and Recreation**

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Danby has a rich history. Its built environment and social legacies are an important part of the community's heritage. One of the town's most apparent features is its continuity of development, especially in the Borough area. Businesses in the community continue to occupy the same buildings they did 25 years ago while homes continue to stand just off the main roads leading into the Borough.

The Historic Architecture of Rutland County, published in 1988, lists 113 structures in the National Register of Historic Places in Danby, all of which are located in the Borough, and another 61 buildings from the Vermont State Register of Historic Places. This reference is highly recommended to anyone interested in finding out more about Danby's cultural heritage and historic architecture.

Virtually the entire Borough area, stretching from North Main Street to South Main Street south of Depot Street is on the National Register. Homes, shops, churches, and the library are all listed and make up part of the town's appeal and appearance of continuity. From a preservation perspective, the Town is fortunate to have had US Route 7 diverted east of the Borough area. Main Street continues to be a local road serving mainly the community and its businesses.

Historic sites and resources are found throughout the Town. They include churches, stores, homes, and other places such as the Smokey House Center near Danby Four Corners. Over the course of the town's history, it has had residents involved in the blacksmith trade, wood and marble saw mills, cider mills, tanneries, creameries, cheese factories, and quarrying, among others. Each of these industries, and others, is described in Danby Two Centuries, a book published in 1976 by the community. The Mt. Tabor-Danby Historical Society serves both towns in their efforts to forward the preservation of the area's resources.

### **Churches and Cemeteries**

There are three churches in Danby. The two oldest, the First Congregational Church and the Union Church, were constructed beginning in 1838 and 1840, respectively, and continue to stand today. The Catholic Church in Danby Borough was built in 1947 to replace a former bank that had been used as a church since 1871.

Danby Two Centuries identified 16 cemeteries in Danby. The oldest among them is the Read Hilliard Cemetery by Smokey House, followed by the Maple Grove Cemetery, located west of the Four Corners.

## **Cultural Resources**

### **Silas L. Griffith Memorial Library**

A free library has served the Town of Danby since 1906, the year the Silas L. Griffith Memorial Library opened its doors on South Main Street in the Borough.

The library building and its services are among the most historic facilities in the Town. Built and run using a trust fund left by Silas L. Griffith, the library has served the community for over 100 years. A board of trustees oversees the library's operations.

The library is a resource for the entire community and has an extensive collection of books, articles, and photographs of Danby's history on display. There is a reading room for those interested in browsing the stacks or new releases.

The Silas L. Griffith Memorial Library is open Wednesdays and Saturdays throughout the year, with more extensive hours during the fall and winter. Danby residents may become members free of charge. Books and videocassettes may be returned at any time to the library's overnight drop box.

The Library is both a part of Danby's Historic character and an excellent source of information on the Town's history. The Library has also made an effort in recent years to gather and display photographs, newspaper articles, and other memorabilia of the town's people, businesses, industries, and institutions. The Town would benefit greatly if the library were open more frequently and greater use could be made of the library for community events. Since the library has computers, greater access to them could benefit both students and adults that do not otherwise have access to a high speed terminal.

## **Recreation and Open Space**

Formal recreation facilities in Danby are located at the Currier Memorial School. The school has a tennis court, a ball field, and a small playground. The U.S. Forest Service also owns a ball field in Mount Tabor which is used under a special use permit issued to Danby-Mt. Tabor Fire District 1.

The majority of residents take advantage of recreation activities such as hiking, cycling, fishing, hunting, horseback riding, and snowmobile riding.

Respondents to the Town's 2001 survey reported a desire to see more recreation facilities in the community.

Residents were also asked to highlight which facilities they would most like to see available in Danby. Public swimming areas topped the list, followed by playgrounds, picnic areas, and a town green. The general attitude was towards less intrusive facilities and away from more urban-based activities such as tennis

and basketball courts, roller blading areas, or a movie theater. A more informal check was conducted as part of the Community Center project. At a meeting at the Currier Memorial School about twenty residents listed a wide variety of recreational needs.

Private land is currently being used for fishing, hunting, biking, snow-mobiling, horseback riding, ATV riding, and cross country skiing.

## **Community Organizations and Activities**

Below is a partial list of organizations and activities operating in Danby.

### **Girl Scouts**

Girl Scout troops operate through the Currier Memorial School and generally use that facility as their venue.

Girl Scout troops exist for girls aged 5-17 and are divided among five different groups - daisies, brownies, juniors, cadets, and seniors. The younger groups cooperate with Currier Memorial School to attract members.

Meetings are generally held weekly or bi-weekly and take place throughout the school year. Trips are organized for all age groups, with more extensive ones being offered for older Scouts. Anyone over the age of 18 can become a volunteer for the Girl Scouts.

### **Green Mountain Climbers**

The Green Mountain Climbers serve as the local chapter of the Vermont Association of Snow Travelers, Inc., a non-profit snowmobile organization with 33,000 members statewide. The organization maintains a network of trails across the region and state. Two trail branches pass through the northern part of the Town of Danby, connecting Tinmouth to the Otter Creek Valley in Mount Tabor.

Other Community groups include the Danby-Mt. Tabor Chamber of Commerce and the Circle of Friends.

The Danby-Mt. Tabor Volunteer Fire Department, local churches, and private individuals often have suppers and fund raisers to which the community is invited. The Otter Creek Campground presents musical events every Thursday night.

## Cultural, Historic, Recreation Goals, Principles, and Programs

### **GOAL 1**

To encourage a vibrant and healthy lifestyle among community residents.

#### **Principle 1**

Encourage and support efforts to improve recreation opportunities in the community.

##### **Program**

- As opportunities arise, support increasing the number of recreation facilities and services in the community.

#### **Principle 2**

Develop long-range plans for recreation in cooperation with other towns and the region. Identify sites for these facilities at the earliest time before development makes acquisition more difficult and costly.

#### **Principle 3**

Promote the expansion of cultural opportunities for Danby residents.

##### **Program**

- Work with local organizations, facilities, and businesses, to encourage activities and events of cultural interest to Danby residents.
- Work with the S.L. Griffith Library Trustees to explore opportunities for expanded involvement of the library with the community.

## Economic Development

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Economic development planning establishes and maintains a community's diversity and unique character. It encourages a healthy diversity of enterprises to support jobs and tax revenues in the town. The town can be active in maintaining and enhancing the physical character of Danby by encouraging development to take appropriate forms or choose appropriate locations.

There are two methods by which the employment in a town can be measured: through its residents or through its employers. Information on residents looks at residents' jobs *regardless of where they work*. Information about employers looks at all of the covered<sup>15</sup> employment taking place *in the town* which includes residents and non-residents.

### Residents' Statistics

The overall workforce among Danby residents increased by 77 persons between 1990 and 2000. That figure represented a 13% increase in total employment among persons 16 years and over.

The sharpest gains were in Education, Health and Social Services where employment rose 192% [from 37 to 108 and in the Arts, Entertainment, Recreation industry with an increase of 126% [31 to 70]. Other sectors rose also, many around 50% although the actual number increase was small. Even manufacturing jobs increased after declining in the previous decade. Construction which had grown substantially between 1980 and 1990 declined from 1990 to 2000. [See Table VIII].

Table VIII also shows the each industry's *proportion* of all employment among Danby residents.

**Table V – Danby Residents' Employment by Industry (1990 & 2000)**

Industry	1990		2000	
	Number	Share of Total	Number	Share of Total
Agriculture, forestry, fishing and hunting, mining	97	16.6%	58	8.8%
Construction	67	11.5%	59	8.9%
Manufacturing	98	16.8%	111	16.8%
Wholesale trade	9	1.5%	17	2.6%
Retail trade	149	25.5%	108	16.3%
Transportation and warehousing, and utilities	11	1.9%	21	3.2%
Information	10	1.7%	20	3.0%
Finance, insurance, real estate, rental and leasing	24	4.1%	17	2.6%
Professional, Scientific, Management, Administrative, and Waste Management Services	21	3.6%	40	6.1%

Education, Health and Social Services	37	6.3%	108	16.3%
Arts, entertainment, recreation, accommodation and food services	31	5.3%	70	10.6%
Other services (except public administration)	19	3.3%	21	3.2%
Public administration	11	1.9%	11	1.7%
<b>Employed persons 16 years and over</b>	<b>584</b>	<b>100.0%</b>	<b>661</b>	<b>100.0%</b>

It is not surprising to note that changes in occupations took place alongside the shift in industries between 1990 and 2000. Comparisons are somewhat difficult due to changes in Census classifications between 1990 and 2000. The biggest jumps were Management, Professional and Related Occupations and Service Occupations. Farming, fishing and Forestry Occupations declined sharply which reflected the change in people working in those industries.

Table IX below summarizes occupational sectors for the Danby workforce in 1990 and 2000.

**Table VI – Danby Residents’ Employment by Occupation (1990 & 2000)**

Occupation	1990		2000	
	Number	Share of Total	Number	Share of Total
Management, Professional and Related Occupations	65	11.1%	156	23.6%
Service Occupations	63	10.8%	120	18.2%
Sales and Office Occupations	160	27.4%	142	21.5%
Farming, Fishing, and Forestry Occupations	91	15.6%	24	3.6%
Construction, Extraction, and Maintenance Occupations	51	8.7%	74	11.2%
Production, Transportation, and Material Moving Occupations	154	26.4	145	21.9%
<b>Employed persons 16 years and over</b>	<b>584</b>	<b>100.0%</b>	<b>661</b>	<b>100.0%</b>

Source: 1990 & 2000 US Census

## Employer Statistics

Employment located within the Town of Danby has grown almost 17% from 1990 through 2006. Manufacturing establishments grew by 50% to three; Service providers grew by almost 16% although the number of employees in those establishments dropped around 17%. Within the Service Employment category, retail trade and Professional and Business Services accounted for almost two thirds of the increase. Government employers grew by 25% to five and their employment increased by almost 12% [to 47].

## **Opportunities in Danby**

Because of its location, its exceptional landscape, and its established and historic Borough area, the town of Danby has a greater opportunity to develop itself economically than many other communities in the state. It is far enough removed from both Manchester and Rutland to support a number of local retailers and may, as the population continues to grow, expect additional establishments serving the local population in the future.

Danby has begun to present itself as an attractive place to visit over the past ten to twenty years. A handful of bed & breakfast establishments, shops and antique stores have catered to a clientele looking for a more secluded place to stay and use as a base for hiking and other tourist activities.

Residents have always indicated a desire for more growth in the community. This was evident in the 2001 Survey and in the recently completed Village Plan. That Plan suggested a range of activities designed to encourage improvements in the Village District, more housing, and job opportunities.

## Economic Development Goals, Principles, and Programs

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### GOAL 1

Maintain a sound fiscal balance for the town with reasonable, functional, orderly maintenance and development of facilities, utilities and services, and encourage the growth of small and medium sized enterprises, including home occupations, local artisans, craftspeople, and seasonal businesses.

#### Principle 1

The rate of growth must not exceed the ability of the residents of the town to pay for necessary services and facilities.

##### Programs

- Support businesses to locate in Danby that will help reduce the tax burden and increase employment without requiring significant investment in additional infrastructure.
- Cooperate with local landowners in the identification of potential buildings available for reuse in the Village and other parts of the community.

#### Principle 2

Diversification of the economic base is a primary concern of local government. Economic development should be encouraged so as to provide maximum economic benefit with minimum negative environmental impact.

##### Programs

- Explore options to recruit businesses to occupy unused space to ensure maximum usage of the building stock.
- Work with others to review, revise, and determine how to implement the recommendations of the 2007 Village Study.
- Encourage Village District businesses to take full advantage of the tax benefits from the Agency of Commerce and Community Development inherent in being in that District.

#### Principle 3

Consider adopting a capital improvements budget as part of the town's financial plan.

## Land Use

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Industrial activities in the town are focused on marble quarrying and a factory producing store fixtures and display cases. Cottage industries such as knitting, crafts, etc are also present as are lodging and dining establishments, excavation and construction companies, and several small commercial businesses.

The valley along Otter Creek, the area of Danby Four Corners, and the West Side are used for agricultural purposes and should be protected from extensive development as much as possible. Development in wooded areas will allow more open land of agricultural purposes and open spaces.

Residential development is dense in Danby Borough and, to a lesser degree, in Danby Four Corners. Commercial businesses are interspersed with the residential development. Twenty one percent of the Town is in private and public conserved land.

Older housing is located in a linear pattern along roads. New housing is located away from the roads in small developments, for the most part.

### **Proposed Land Use Plan**

For planning and discussion purposes, the following land uses and resources have been identified, and policies developed for their use and/or location (see also the proposed land use map):

- Highlands
- Sensitive Areas: Flood Plains, Wetlands, Stream Banks, Natural Hazards
- Forest and Agriculture
- Industrial / Commercial
- Village and Commercial
- Agriculture and Rural Residential

### Highlands

Land above 2,000' elevation should be placed in this category. All land falling in this area may be used for agriculture, forestry and limited recreational purposes. This will protect the purity of the watershed and headwaters, and the more delicate ecological balance of these areas.

### Flood Plains

The area directly adjoining Otter Creek has been covered with water during periods of flood, and has been designated as Flood Plain. This area is composed of good agricultural land, and for reasons of health and safety, should be used

for agriculture and recreation only. Flood Plain is designated throughout the town as described by National Flood Plain Insurance Maps.

## Wetlands

As described in the Natural Resource section of this plan, these are traditionally wet areas recognized by the state or the town as proving an important ecological function. Development is discouraged in these areas.

## Stream Banks

The State Dept. of Water Resources has drafted regulations for the protection and management of stream banks. Everyone should consider protection of stream banks with setbacks of at least fifty feet from any development.

## Natural Hazards

These are generally identified as flood plains, steep slopes, and areas of unstable soil or landslide potential. There are no landslide areas in town, and the other categories are addressed in other parts of this plan.

## Forest and Agriculture

There is a substantial amount of land in the town, which lies between 1,500 foot, and 2,000 foot elevation that has been used for agricultural and forestry purposes. Land of this type is also suitable for limited residential use. Maintaining a low density to this land conserves water purity and ensures safe and adequate sewage disposal. The Smokey House Center has 1,300 acres of permanently conserved land above 2,500 feet on Dorset Mountain.

## Commercial/Industrial

The commercial and industrial district recognizes light industrial and commercial uses located on or near Route 7. These uses take advantage of the access provided by Route 7 to shipping points and to Rutland.

## Village and Commercial:

Most of the housing and commercial uses are in Danby Borough and Danby Four Corners. They are built on small lots, resulting in relatively high density. Future extensions of these areas could be made to provide for suitable growth for both residential and commercial establishments. The "Borough" boundaries include the areas that are served by the Danby-Mt. Tabor Fire District #1.

## Agricultural/Rural Residential

All lands below 1,500', unless otherwise designated, are included in agricultural and rural residential categories. Good residential sites can occur at densities that avoid the use of public water supplies.

## **Public Involvement and Implementation**

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The update of the 2002 Danby Town Plan was prepared with the assistance of people throughout the community - particularly the Village area. Beginning in February 2006 the Danby planning commission met almost monthly through July 2007 to discuss, prepare, and edit a document that was submitted to the Selectboard shortly thereafter. Planning Commission meetings were generally held on the second Thursday of each month, with a handful of published exceptions. The commission also held a public hearing on a draft version of the plan prior to submitting it to the Selectboard for a second public hearing and adoption. All planning commission and Selectboard meetings / hearings were open to the public.

In addition to the regular meetings of the planning commission, public input and reaction to the plan update was sought through the following means:

- **Community Video.** Under a grant from the Orton Family Foundation, residents were interviewed about their recollections of the history of the community and the thoughts about its future. These were edited and compiled into a 30 minute video which has been widely sold in the community, shown during Town Meeting, and presented on the local public access television station.
- **Community Center Study.** With Municipal Planning Grant funds a series of in-depth interviews of local residents were conducted to determine their interest in a virtual or actual community center. During the course of those interviews, a wealth of other information was collected which informed the update of the Town Plan.
- **Village Center Plan.** As part of the 2007 Town Plan Update, outside services were used to prepare a preliminary Village Plan. Two public meetings were held to obtain ideas about the future of the Village. A draft report was prepared for further consideration by the Planning Commission.
- **Danby Village Assessment Plan.** Prepared for a local businessperson, this Plan also looked at some options for the future of the individuals' particular real estate. It also considered some longer range efforts to be done in conjunction with the Town of Mt. Tabor. A number of the concepts in this Plan informed the recommendations in the Village Center Plan.

### **Relationship to Adjacent Towns' Plans and the Regional Plan**

A review of town plans for adjacent communities indicates that the 2007 Danby Town Plan is generally compatible with the plans and development trends of

surrounding communities. This plan's objectives of encouraging development to take place in appropriate areas, supporting the continuation of sound agricultural practices, and preserving the character of rugged natural resource areas parallel similar objectives in the plans from Tinmouth, Wallingford, Dorset, Rupert, Wells and Pawlet. Mount Tabor does not have a town plan, though in development trends are compatible with this plan. The Danby Plan is also compatible with the general goals and objectives of the Rutland Regional Plan, most recently adopted in May 2006. Danby continues to have community representatives appointed to regional committees such as the Regional Planning Commission and the Rutland Region Transportation Council.

## **Implementation Program**

The Danby Town Plan is based on objectives concerning the manner in which the town desires to accommodate future growth. To achieve these objectives, planning goals and recommendations have been described in the areas of prospective land use, preservation of scenic and historic features, transportation, and utilities and facilities.

Implementation of the Town Plan is a local responsibility. The Danby Planning Commission, in conjunction with other bodies, will use this Plan to begin addressing concerns raised under each section. The goals, principles, and programs listed under each section are the foundation for these discussions and actions.

The Top Issues on which the Planning Commission will be working in the coming years are:

1. Refining and assisting in the implementation of the recommendations relating to the Village District.
2. Working with the Selectboard to adopt and implement a Capital Improvements Program.
3. Updating and readopting the Flood Hazard Area Regulations.
4. Locating a site for and developing costs of new municipal garage and transfer station.

## **Adoption of the Plan**

The first step towards implementation of the Town Plan is its adoption as public policy. As required by Section 4384 of the Vermont Planning and Development Act, the Planning Commission must hold at least one public hearing on the proposed Plan. The Planning Commission must then make any necessary revisions and submit the proposed Plan to the Selectboard. Under Section 4385 of the Act, the Selectboard must hold one or more public hearings on the

proposed Plan. After the final public hearing, the Plan may be adopted by the Selectboard.

### Maintenance of the Plan

The Danby Town Plan should be periodically reviewed and, if necessary, amended to reflect new developments and changed conditions affecting the town. In accordance with Section 4387 of the Act, the Plan shall expire five years from the date of its adoption, unless the Selectboard readopts it. Adoption of the Plan is, therefore, the first step of a continual planning process.

### Act 250 Review

Participation in the Act 250 development review process is a significant opportunity to shape large-scale development projects. Act 250 helps ensure that development does not have an undue, adverse impact on important environmental resources and community facilities, and is in conformance with local and regional plans. The Town is automatically a party to Act 250 proceedings involving development in the community.

### Public Education

Successful implementation of a Plan depends on the voluntary actions of residents and landowners. Public education regarding the Town Plan helps to convey the importance of local resources, facilities, and services and increases peoples' understanding of the need to plan for the future. The Town Forum was a successful starting point for the real integration of the community into the implementation of the Plan.

### Public Investment

Public investment is one of the most direct means to implement a Plan. Public investment can include spending for water, transportation, education, solid waste, recreation, open space, housing, and more. Funds to pay for public investment can come from a variety of sources, including, but not limited to, taxation, user fees, and governmental transfers (state aid) and grants.

### By-laws

The Plan can serve as the foundation for land development bylaws. These include, but are not limited to, zoning regulations, subdivisions regulations, telecommunications ordinances, and on-site sewage bylaws. The citizens of Danby would determine which, if any, bylaws would be adopted.

At a minimum, the Town must update its Flood Hazard Area Bylaws to reflect changes in Federal legislation and regulations. Without current bylaws, the Town could lose its certification from the Federal Emergency Management Agency which, in turn, could have a severe impact on those structures -

particularly the historic ones in the Village - that lie within the Flood Hazard Area Boundaries.

Additionally, the Town should consider an Erosion Hazard regulation that would work in tandem with the Flood Hazard Area Bylaw to encourage development away from areas - particularly of the Mill Brook - potentially subject to erosion and flooding.

# Acknowledgements

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## **Danby Planning Commission**

Brad Bender, Chair

Ed Griffith

Etta Ricketts

Richard Gaiotti

Shelley Taylor

Marjorie Abbott

Francie Bushee

## **Danby Selectboard**

Margo Stone, Chair

Michael Blair

Douglas White



View of Dorset Mountain from Danby Four Corners

## **Town Office / Listers**

Janice Arnold, Clerk

Elizabeth McLellan, Assistant Clerk

Sharon Wescott, Lister

Dorothea Edmunds, Lister

Marion Stone, Lister

## **Rutland Regional Planning Commission Staff**

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Tara Kelly, Regional Planner II

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## End Notes

<sup>1</sup> Much of this section is adapted from The Historic Architecture of Rutland County: Vermont's State Register of Historic Places, Curtis B. Johnson, editor, 1988, by the State of Vermont Division for Historic Preservation, Agency of Development of Community Affairs.

<sup>2</sup> French, Suzanne, et al. Danby Two Centuries. 1976

<sup>3</sup> *Out of Reach*. National Low Income Housing Coalition, 2000. A unit is considered affordable if rent plus utilities cost no more than 30% of the renter's income.

<sup>4</sup> Joint Housing Committee 1999 Report. Prepared by the Legislative Council – State of Vermont

<sup>5</sup> Rutland County Housing Needs Assessment, 2005, Development Cycles, John J. Ryan, Consultant

<sup>6</sup> Planning for Affordable Housing. Department of Housing and Community Affairs, February 1990, pg. 11

<sup>7</sup> Housing costs: For rental housing, this includes rent & utilities (fuel for heat, hot water, and cooking; electricity for lights; water and sewer charges; and trash removal). For home ownership, this includes mortgage (principal and interest), taxes, property insurance, as well as major utilities.

<sup>8</sup> Supporting Housing in Vermont Communities. Vermont Association of Planning and Development Agencies, February 2001, pp. 4-5

<sup>9</sup> HUD figure for 2007, updated for 2001 by the National Low Income Housing Coalition

<sup>10</sup> Rutland County Housing Needs Assessment, 2005, Development Cycles, John J. Ryan, Consultant

<sup>11</sup> Rutland County has four geologic regions: the Taconic Mountains, the Green Mountains, the Champlain Valley, and the Vermont Valley. The Vermont Valley, which is marked by the Otter Creek, is the major dividing line between the two Mountain regions.

<sup>12</sup> VGIS data catalog, Part 3: Data Layer Descriptions – Coverage: Endanger, March 15, 1997

<sup>13</sup> Highways are classified by their functions in a community and are generally divided into arterials, collectors, and local streets. Arterials are designed to move people through an area in an efficient manner and with relatively few stops. Collectors serve both "through movement" and local accessibility, providing connections between local roads and arterials. The primary function of local roads and highways is to provide access to adjoining properties.

<sup>14</sup> CVPS has 52.4 miles of single phase line, 5.6 miles of two phase, and 4.0 miles of three phase. Two and three phase lines are rated at 12.47KV and are capable of carrying larger amounts of power.

<sup>15</sup> Covered by Unemployment Insurance