Beth Boepple

MASTER PLAN

VILLAGE OF NORTH BENNINGTON, VERMONT

ADOPTED FEBRUARY 4, 1983

CONTENTS

I. INTRODUCTION

LAND USE:

The Village of North Bennington has some fine natural characteristics and buildings in its favor. The main street, starting from the present post office in the north and extending down to the "Rain Barrel" at the south has excellent qualities for future exploitation. Apart from the many excellent buildings existing on this street, requiring little or no restoration, the squares created in front of the bank and in front of the McCullough Library offer infinite opportunities for enrichment and the recreation of the early historic village which previously existed.

With a detailed plan for rehabilitation and re-use of some of the buildings and land, a magnificent village center can be realized; with little expenditure of funds, but maximum expenditure of thought and care is needed. Details of the execution of this project will be found in the section covered under Central Business District.

The Village boundaries are somewhat unusual in that development to the south is restricted by the lands of Bennington College and a growth to the west is limited by single ownership of land and the boundary of New York State. To the north, any development is in the adjacent Town of Shaftsbury. The few opportunities for residential growth lie to the north and east bounded by the railroad line.

As there is adequate recreational area nearby, it is suggested that this be utilized as prime land for residential growth; local, commuter, and college use.

Present industrial sites are properly located along the banks of the river, although the Consultant questions their expansion opportunities on a lineal basis on Route 67A and across the highway on the topographically hilly land. On re-examination of the property, south from the Village center to the Old Stone Church, it might appear that this whole section be set aside for industrial activities with their associated housing and with, next to the Old Stone Church, some recreational facilities along the banks of the stream, as far as the covered bridge. This zone in itself, will require the proper ordinances to clean up the many eyesores and debris that litter the land facing the highway. Steps should be taken to enforce these suggested improvements through the use of proper codes.

The lands held in the McCullough holdings lend themselves to a unique opportunity as a pre-planned community of multi-density and multi-type housing---a complete neighborhood under covenant control. The Village should diligently pursue this opportunity of creating a planned district of high quality residential. This type of unit could well be strengthened by the improvement of the central business district which will be discussed in the following text.

In conclusion, the Consultant is quite sure that once the central business district proceeds along the lines as recommended, that other people will "pick up the flag" and continue with the good works. North Bennington has a unique opportunity of re-creating its early beginning by a major program of established standards, clean up, planting, a relook at its waterways and waterfalls as assets of the community.

POPULATION AND HOUSING:

The 1980 census reports 1,685 residents compared to 1,544 in 1970. This represents an increase of 141 people during the decade or an annual increase of .9%. This is slightly higher than the town of Bennington and 5% lower than the region for the same period. Students at Bennington College are considered residents of the Village and therefore are included in the census figures. Enrollment between 1970 (560)and 1980 (594) has not significantly and does not significantly alter the real growth identified above. Based on population projections prepared by the Bennington County Regional Commission and the State Planning Office, North Bennington will grow at a rate of .8 to .9 % annually, similar to that of the 70's. Assuming no substantial change in enrollment at Bennington College, suggest a target population of:

Population Increase

(Non Cumulative)

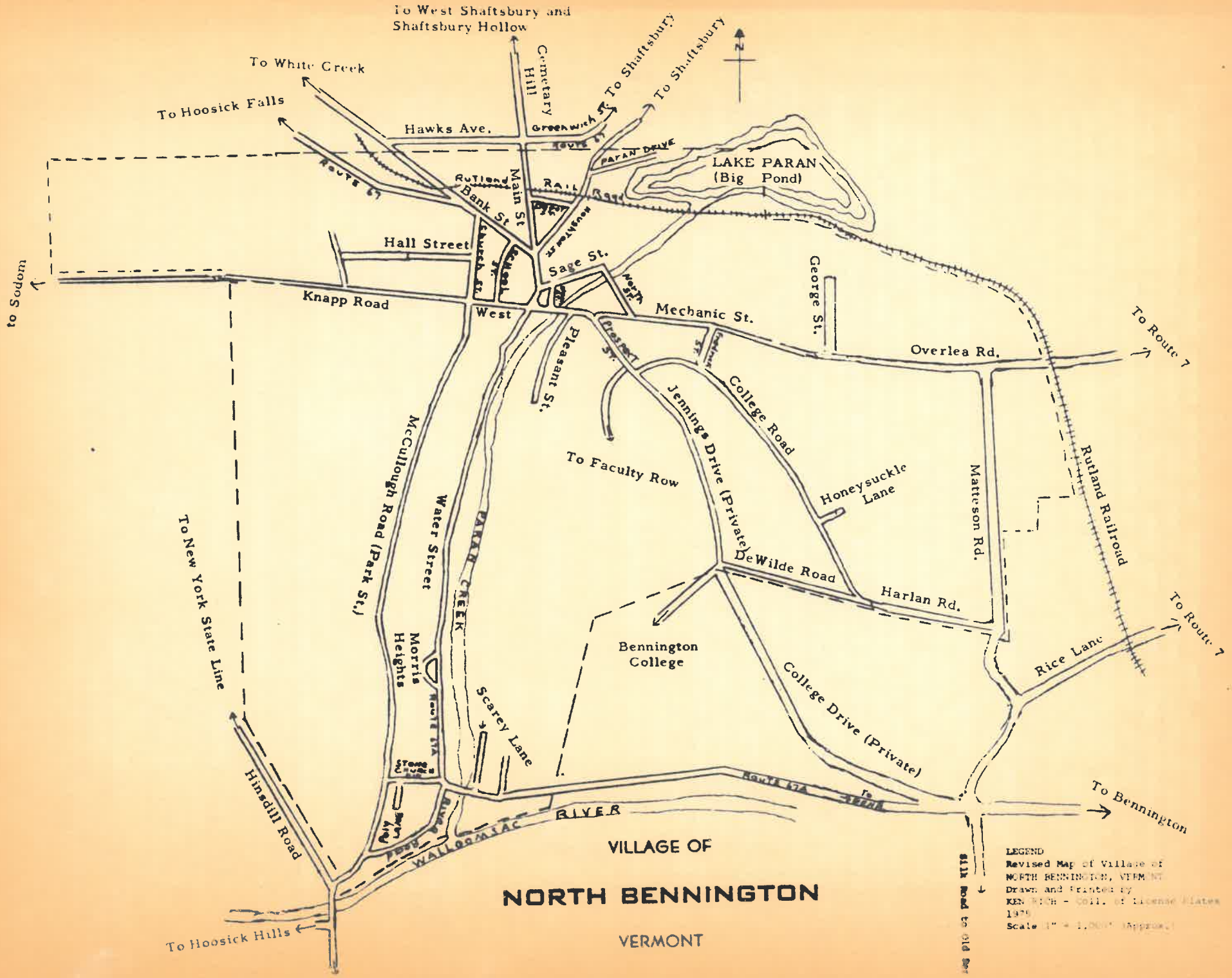
1970	1980	% Change	1985	1990	1995
1,544	1,685	.9%	1,760	1,835	1,910

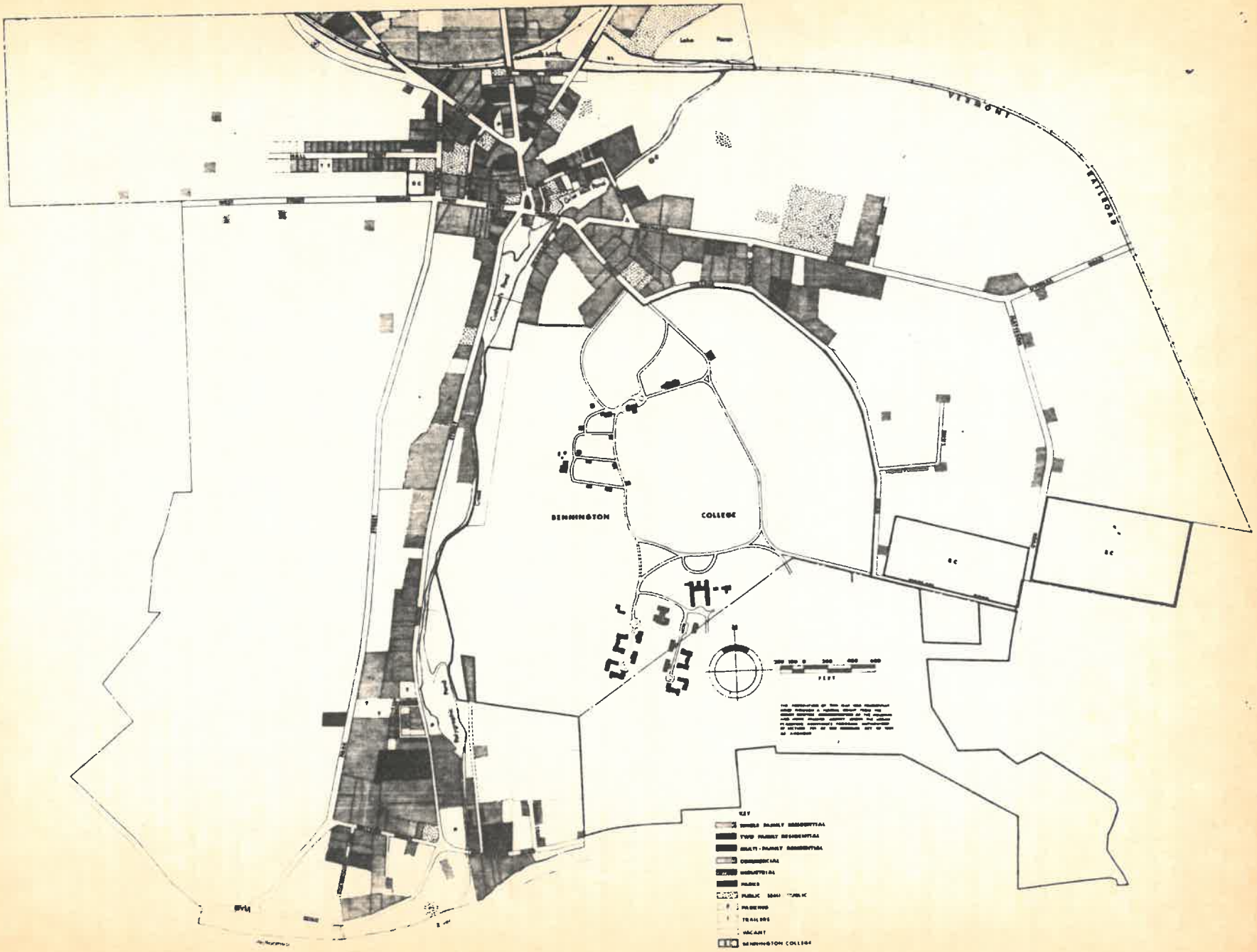
Housing units increased by 108 units or 31.4% between 1970 (344) and 1980 (452). It is reported in the 1980 Census that 29 housing units (6.4%) are unoccupied. Of this amount, 3 are for sale, 10 rentals, 14 held for occasional use, and 2 other vacants. The highest group of renter occupied housing fall into a range between $170-$249. The mean contract rent for occupied units is $195 and vacant for rent is $204. All year-round housing units in structures are broken out as follows:

Housing Composition - 1980

Units	Structures	% of Total
1	295	65.0%
2 to 9	140	30.8%
10 or more	1	.2%
Mobile Home/ Trailer	18	4.0

Single family units represent the highest percent of housing type (65%) or 8% higher than the Town of Bennington. Structures with 2 or more units represent 31% of the total housing stock, similar to the Town of Bennington (33.8%).


To West Shaftsbury and
Shaftsbury Hollow
To White Creek
To Hoosick Falls
Cemetery Hill
Greenwich St.
To Shaftsbury
To Shaftsbury
N
Hawks Ave.
Route 67
Route 67
Rutland
Bank St
Main St
Rail Road
PARAN DRIVE
LAKE PARAN
(Big Pond)
Hall Street
Church St.
School St.
Sage St.
North St.
to Sodom
Knapp Road
West
Mechanic St.
George St.
To Route 7
Overlea Rd.
Pleasant St.
Prospect St.
Jennings Drive (Private)
College Road
To Faculty Row
Honeysuckle Lane
Matteson Rd.
Rutland Railroad
McCullough Road (Park St.)
Water Street
PARAN CREEK
DeWilde Road
Harlan Rd.
To Route 7
To New York State Line
Morris Heights
Bennington College
Rice Lane
College Drive (Private)
Scarey Lane
Route 67A
Hinsdill Road
WALLOOMSAC RIVER
To Bennington
VILLAGE OF
NORTH BENNINGTON
VERMONT
To Hoosick Hills
LEGEND
Revised Map of Village of
NORTH BENNINGTON, VERMONT
Drawn and Printed by
KEN RICH - Coll. of License Plates
1979
Scale 1" = 1,000' (Approx.)



EXISTING LAND USE

VILLAGE OF NORTH BENNINGTON, VERMONT

JOHN CALBREATH BURDIS ASSOCIATES
PLANNING CONSULTANTS ALBANY NEW YORK

II. NORTH BENNINGTON CENTRAL BUSINESS DISTRICT - DEVELOPMENT CONCEPT

The major program as outlined in the plan is one of preservation of the main street and the squares at each end. It is suggested that meetings be held with all property owners in this area to discuss the following points.

1. An architectural theme.
2. Sign posting, lettering type and color scheme.
3. Individual architectural restorations and improvements.
4. Off-street parking requirements for commercial, banking, and library facilities.
5. Major landscaping and street furniture program to be undertaken by the Village.

Following this procedure, the land use plan can be completed in accord with the accepted standards. All of these measures will then be expressed in the zoning ordinance, which will effectuate the master plan for the Village of North Bennington.

As general land use proposals are designed towards preservation of existing kinds of growth, there must be concentration on projects in the central business district. The zoning ordinance will act as the framework for these projects protecting land with the designated uses as shown on the plan. The design framework of this development plan is to effect a series of projects at both ends of the main shopping street around a small square in each case and to join these programs by a single project of landscaping, street furnishings and improved sidewalks on the main connecting street.

These projects, eight in number, are outlined in detail below. Quite obviously, a community cannot do all these projects at once, and they are so designed that they may be spaced over a period of time whereby private and public money can be used.

It is important that a simple project be selected in the beginning which will have strong visual effect. Other than the fact that one or two buildings will be rehabilitated in the very near future as pacesetters for the rest of the Village, it is important that a sign control program with new standards and a landscaping project be established immediately.

The success of a plan lies in its implementation and these early signs of acceptance will go a long way towards general accord with the directions being taken.

1. Park

By reclaiming the banks of the lower pond with parking and a sculpture terrace, one of the beauty spots of the Village can be put to full use by all residents of the community.

2. The next project consists of the Rain Barrel and the building next to it. They should be retained for their individual character with unifying components developed, such as wall color treatment of the balconies and street furnishings such as benches and planting boxes facing the square. Common treatments of the sidewalk, replacing it with flagstones would help unify these two buildings. After the sculptor has restored the old fire-house, which is undoubtedly the best use for this building, some parking should be provided along with a stone retaining wall and a sculpture court, developed at the lower level facing the water, thus joining all of the buildings mentioned into a unified whole. The old red barns across the pond should be kept as they now exist, this completes the total unit.

3. McCullough Library

This dignified building can be further accentuated by the addition of a terraced park with benches. As a Village focal point, the provision of these services will further generate its use by the public.

4. Grist Mill Pond

The restoration of this area for public use has been partially completed by the new fire station and the taking down of the house. Reclaiming of the west bank and bush cutting on the east side will complete the project.

5. Main Street

A link must be established between the two squares at each end by a series of strong items. Sidewalks, benches, planting boxes and trees are the components to be used creating seasonal changes and variety in appearance.

6. Gas Station

The major problems to be faced is the style of architecture and the lack of landscaping. A redesigned building with the addition of planting buffers and other landscaping will greatly improve this strategic corner.

7. Memorial Park

A formal garden, with suitable war memorial and flag pole, was added to the central business area. Its importance being visual and passive, with some seating provided.

8. Commercial Area and Parking

The northern commercial area is correctly placed, but requires parking. During peak loading, it is very difficult to pass through this section of Main Street. Thought should be given towards providing future additional off-street parking.

The success of this eight point program can only be achieved as a joint village and private enterprise, a team effort, with each project and sponsorship being mutually agreed.

III. HISTORIC DISTRICT

A portion of the Village of North Bennington was officially entered on the National Register of Historic Places in September 1980. The new North Bennington Historic District has approximately 175 buildings of architectural or historic significance. There are no restrictions on the use or change of private property except when federal funds are used, and demolition of historic commercial property could receive unfavorable tax under the Tax Reform Act of 1976. Properties may also be eligible for Federal-State aid. The following is a statement of the Village & Historic District, but more specific property descriptions are available at the Village Offices. The Village may, under the enabling act for planning & zoning, establish a Design Review Board to review and advise the Planning Commission concerning building alterations in the Historic District. Both the Village of Old Bennington and Manchester have such Boards.

The village (and historic district) of North Bennington ranks among the oldest concentrations of industrial activity in Vermont, its late eighteenth and nineteenth century industrial development based on the water power of Paran Creek. Although none of the earliest mills remains extant, the mill housing along Sage Street constitutes the oldest surviving complex of its kind in the state, having been built circa 1811. Textiles, paper, and grain dominated North Bennington's nineteenth century output; additionally, the village became a center of stereoscope manufacturing during the last quarter of the century. The arrival of the railroad (at mid-century) placed North Bennington at the junction of two standard lines, augmented later by an electric street railway; during the latter part of the century, railroad company headquarters were located in the village.

Subsequent economic changes and numerous disastrous fires have substantially reduced the industrial and commercial activity in North Bennington. That economic decline, however, contributed to the survival of the village's nineteenth century architectural fabric, whose integrity remains almost unimpaired by intrusions. Recently several important buildings-including the railroad station, two mills, and a firehouse - have been refurbished and adapted to contemporary uses, bringing North Bennington to the forefront of historic preservation efforts in Vermont.

Settlement of what became North Bennington began in 1761 when Joseph Haviland arrived and built a house near the present W. J. Harrington House (#102); somewhat later he built the first gristmill on the water privilege that became the site of the Stark Paper Mill (#124). Both the place and the stream were known by his name until 1776, when Haviland was declared a Tory and his property was seized. Consequently the name of the stream was changed to Paran Creek (possibly after the Biblical name for wild places) and the place was renamed Sage's City after Moses Sage, who took over the mill. Sage continued to operate the mill until early nineteenth century transfers of ownership brought Edward M. Welling into control.

Joseph Haviland opened West Steet, the first street in the village, to connect his house and mill. Later in the 1760's, Main Street was built northward from West Street into Shaftsbury township. In the opposite direction, Prospect Street was extended southeastward over Bingham Hill prior to 1781. The accompanying residential development of the village achieved architectural distinction by the turn of the nineteenth century; its finest expression from that period is the elegantly detailed Federal style Dr. Gleaso House (#107) on lower Main Street.

The village received a major impetus to its industrial expansion in 1811 when a cotton mill was erected on the site of the later Payne Mill (#164) at the end of a new lane from Main Street. This was possibly the first cotton mill established in Vermont, coming barely two decades after the first textile mill in the United States had been opened in Rhode Island; construction of the North Bennington mill was probably precipitated by the surge of activity in the cotton industry brought about by the Embargo Act and the imminent War of 1812. At the same time, a group of small-scale houses was built along the lane (now Sage Street) for the mill workers. Except for one duplex at each end of the street, the houses (#165-176) have survived to become the oldest complex of mill housing in Vermont; they remained in common corporate ownership until the 1950's. The mill itself was demolished about the middle of the century and replaced (by Robinson and Parsons) with a much larger mill; the latter burned in 1913 and was in turn replaced by the existing one (#164).

Also in 1811 or 1812, a marble sawing mill was erected by William Cardell at the next dam site downstream from the original Haviland mill (south of the historic district boundary). Using marble quarried in nearby West Shaftsbury, this mill may have produced the marble slabs used to pave sidewalks in the village; sections of marble sidewalks remain in place, primarily along Main and Bank Streets. The marble mill lasted only until 1816 but the site remained in nearly continuous use; a lane (later extended to become Water Street) was opened to the site about 1825.

In 1828, a post office was established under the name of North Bennington to serve the expanding village, thereby introducing its permanent name. Another village street was opened prior to 1835, when Houghton Street was constructed northeastward into Shaftsbury to avoid a hill on the Main Street route.

The village acquired an industrial landmark in 1833, the year Edward M. Welling built his large stone Paran Creek Mill (#124, later the Stark Paper Mill) on Haviland's original water privilege at the foot of Main Street; during its first two decades, the structure served as a saw mill, grist mill, and starch mill. Two architectural features give the stone mill particular distinction: its stepped gable ends (rare in Vermont) and the half-millstones used for lintels on some windows (salvaged from Haviland's mill).

Probably in the same year, E. M. Welling also built a mill store (#113, now Power's Market) a short distance uphill on lower Main Street. This brick mercantile version of a simplified

Greek temple with unique curved-brick columns has remained a dry goods or grocery store continuously to the present day, ranking it among the oldest active stores in Vermont.

The first church in North Bennington appeared in 1845 when the Greek Revival style Baptist Church was constructed on its original site at the west corner of Park and West Streets. Three years later, Warren Dutcher provided Main Street with an example of architectural whimsey, the Cobblestone House (#33) faced with oval cobblestones and decorated by bargeboards dripping pendant finials; upon its completion, Dutcher raffled the house for tickets that cost one dollar each. A more elaborate example of generic Carpenter Gothic, the Gingerbread House (#49), appeared about the same time on Houghton Street. Also in 1848, Warren Dutcher invented a loom temple that came into widespread use, and during the following decade he operated a factory on Main Street for its production (later moved to Massachusetts).

At the midpoint of the century, the North Bennington street network was expanded to serve new residential development. In 1850-51, Pleasant Street was begun (and completed prior to 1869). Bank Street was opened in 1851 to the first house built along it (#51), and then extended the remainder of its length in 1853-54.

About the same time, the development of North Bennington received a calamitous setback. Early in 1852, the Western Vermont Railroad - being constructed southward from Rutland - reached North Bennington, bringing the prospect of vastly improved transportation to the area. Before that improvement became reality, however, the building of the railroad caused the greatest catastrophe in the history of the village: the destruction of its entire industrial district along Paran Creek.

During the winter of 1852, the railroad continued track construction southward toward Bennington village. At the crossing of Paran Creek, a long embankment was hastily filled with frozen and unstable material, impounding the water of the creek to create a pond (later called Lake Paran). Soon water began to seep through the embankment and, on February 11, 1852, the leak grew to a torrent that undermined the crude dam. The ensuing "avalanche of water" swept down the valley through the village, carrying away milldams, bridges, twelve to fifteen buildings (mills, shops, and houses), and the contents of several others. Only E. M. Welling's stone mill survived the flooding.

After that catastrophe, the arrival in May of the first train from Rutland must have seemed anti-climactic; nevertheless, the completion of the connecting line westward to Troy, New York, (the Troy and Bennington Railroad, later leased to the Troy and Boston Railroad) was celebrated with a 100-gun salute. On December 18, the first regular trains between Troy and Rutland entered service through North Bennington, and the village gained ready access to the world beyond the Paran Creek valley.

An 1856 map[1] of North Bennington shows that the village soon rebounded from the shock of the flood. A new mill for the manufacture of carpenter's squares appeared on the water privilege now occupied by the fire station (#119) upstream of the Prospect Street bridge. (This business later moved father upstream to a dam site at South Shaftsbury and expanded into a leading national producer of carpenter's tools under the name Eagle Square, now Stanley Tools.) Altogether, the 1856 map shows some 100 buildings within the boundaries of the historic district. A small railroad terminal had been developed east of the Main Street crossing, including a depot, freight house, engine house, turntable, and switching yard. The village's first hotel, the Paran Creek House (later demolished; site of #58) was located at the south corner of Main and Bank Streets.

In 1857-58, another public crossing of Paran Creek was created by the opening of North Street; the present pony truss bridge with double outside walkways (#163) may have been built at that time. From the south end of North Street, Mechanic Street was opened to the east at the same time while the section between North and Prospect Streets was completed in 1868.

The decade of the 1860's brought another spate of industrial and architectural development to North Bennington - along with more trouble from the railroad. In 1864, the village gained an architectural landmark when the newly organized First National Bank erected its imposing brick High Victorian Italianate style headquarters (#50); the building continues to dominate the intersection of Bank and Main Streets. The president of the bank was Trenor W. Park, a wealthy lawyer and aspiring railroad magnate, who built in 1864-65 his extravagant Second Empire style mansion (#177; entered in the National Register as the Governor McCullough Mansion on October 26, 1972) at the southwest corner of the village. To clear the grounds for his house, Park provided for the opening of Church Street and the removal of the Baptist Church to its present site on that street. The following year (1866), the Vermont Legislature recognized the growing importance of North Bennington by granting it the legal status of an incorporated village.

The so-called "Railroad War"[2] erupted soon thereafter, in 1867. In 1864, Park had bought control of the Western Vermont's corporate successor, the Bennington and Rutland Railroad, then under lease to the Troy and Boston company. On the expiration of the lease in January 1867, Park sued the Troy and Boston for mismanagement of the Bennington and Rutland, and immediately obtained a court attachment of two Troy and Boston engines standing

[1]H.S. Walbridge, The History and Development of North Bennington, Vermont (1937), p. 10f.

[2]Jim Shaughnessy, The Rutland Road (Berkeley, Calif.: Howell-North Books, 1964), p. 77ff.

in the North Bennington yard. Their evicted crews telegraphed headquarters in Troy and a rescue train was hastily dispatched to North Bennington. Upon arrival, the raiding party easily overwhelmed the sheriff's deputies guarding the engines and then raced them the two miles back across the New York border to legal safety.

In retaliation, the Troy and Boston embargoed service to North Bennington, leaving it isolated at the end of the line from Rutland. Confronted with the impoverishment of his Bennington and Rutland, Park decided to build a new railroad to restore the New York connection. The new line extended southward through Bennington to Chatham, New York (and a connection with Vanderbilt's Harlem line to New York City) and was completed by 1869, thereby breaking the Troy and Boston blockade of North Bennington. The latter company eventually relented and through service was restored between Troy and Rutland; thereafter the line to Chatham languished and was eventually abandoned (in 1953).

Meanwhile in 1867, one of the largest industrial enterprises ever established in the village, the North Bennington Boot and Shoe Company, built a three-story brick factory on the corner of Main and West Streets (site of the McCullough Library, #105). For its employees (many of whom came from nearby Greenwich, New York), the company also built the "Brick Row" originally of nine tenement houses along the newly opened Greenwich Street in the Shaftsbury part of the village (only #1-7 remain standing).

By the time Beers atlas was published[3] in 1869, North Bennington had expanded to the limits of the historic district, and contained about 125 buildings. Among the streets, only School Street does not appear on the map; it was opened the following year when the growth of the village required the replacement of the various small schools (including the brick building on Prospect Street later converted to a house #139) with a larger central school.

Once again, T.W. Park provided the new street along with the lot and the foundation, and the brick Italianate Revival building (#86) was completed in 1861. (Subsequently it has been enlarged twice and stripped of many decorative features.) Two years later (in 1873), another landmark arose at the east corner of School and Bank Streets in the High Victorian Gothic form of the Congregational Church (#66), designed by S.S. Woodcock of Boston.

Perhaps North Bennington's most unusual industry emerged in 1873 when the H.S. Walbridge Co. began making stereoscope equipment in the mill building (#129) at the corner of Prospect and Pleasant Streets. Another manufacturer (the H.C. White Co.) entered the business about the same time at a mill site on the creek south of the historic district. The Walbridge firm continued making stereoscopes until 1911, then presumably succumbing to changing photographic technology.

[3]F.W. Beers, Atlas of Bennington County, Vermont (New York, 1869), p. 25.

The architectural development of North Bennington culminated in 1880-81 with the construction of the elaborate brick Second Empire style railroad station (#18, entered in the National Register on April 11, 1973). T.W. Park was undoubtedly responsible for such a pretentious depot in a village the size of North Bennington, the building contained the general offices of his Bennington and Rutland Railroad on the second floor above a large inter-story cistern that supplied its advanced flush plumbing system.

The construction of the new depot also marked probably the culmination of North Bennington's commercial and industrial activity. A contemporary account states that "the village contains three churches, (Cong., Bap. and R.C.), (sic) one graded school, two cotton factories, one paper mill, one manufactory of stereoscopic lenses, one grist mill, twelve or fifteen stores, two hotels besides several wagon, blacksmith, harness and other shops, saloons, etc., and about 700 inhabitants."[4]

Only three years after that account was published there occurred the first in a series of disastrous fires that eventually destroyed a substantial portion of North Bennington's industrial and commercial enterprises. In August of 1884, the North Bennington Boot and Shoe factory burned, and was never rebuilt. The same month in 1886, the village suffered the worst fire in its history when a conflagration swept the east side of the Main Street commercial district. Six consecutive buildings containing stores and offices were lost from Houghton Street northward to the Cobblestone House (#33), and the south half of the area was never redeveloped (now Main Street Park). The third major fire of that decade followed in 1889 when Milo C. Huling's general store, post office and tenement annex at the corner of Prospect and Water Streets was destroyed (now the site of buildings #125 and 126).

Another brief spurt of industrial expansion occurred around the turn of the twentieth century. In 1894, H. Clayton Simmons obtained a patent on a fire-tube boiler which he had designed, six years later, he built a wood-frame block (#32, formerly Willis' Garage) on Main Street to manufacture the commercially successful steam heating system, adding a foundry in 1914 (#32A). Simmons contributed another major commercial block to Main Street in 1903 when he built North Bennington's largest example of that type (#36) diagonally across the street from the boiler shop. Another new industry, the Unity Collage and Cuff Co., built a substantial factory on Depot Street in 1898; however, it burned only four years later and was never rebuilt.

Public transit reached North Bennington in February 1898 when an electric street railway started service to Bennington; five months later, the line was extended to Hoosick Falls, New York.

[4]Hamilton Child, comp., Gazetteer and Business Directory of Bennington County, Vermont for 1880-81 (Syracuse, N.Y., 1880) p. 93.

The Bennington and Hoosick Valley Railway Co. built its four-stall brick carbarn (#60; now a roller skating rink) on Bank Street at the junction between the trolley line and the standard railroad (the latter would become part of the Rutland Railroad system in 1900). From there, the trolley line ran along Bank Street, Main Street, and thence along Water Street toward Bennington, providing both passenger service and local freight service to Water Street factories. (At Bennington, the line connected with an extensive electric interurban net-work that continued southward into Massachusetts, reaching ultimately to Boston.)

The succession of disastrous fire in North Bennington continued in October 1913 with the destruction of the large three-story, wood-frame mill and several outbuildings at the end of what was then called E Z Street (Sage Street) after the corporate occupant. The company manufactured the nationally distributed E Z knit waists for children but succumbed with the fire, following the contemporary decline of the Vermont textile industry; in 1919-20, the existing brick factory (#164) was built on the site.

The redevelopment of the shoe factory lot on the corner of Main and West Streets occurred in 1920-21 with the erection of the brick Georgian Revival style McCullough Library (#105). It was designed by J. Lawrence Aspenwall (of James Renwick's firm in New York) and given to the village by the wife of John G. McCullogh, son-in-law of T.W. Park and Governor of Vermont in 1902-04.

During the middle of the same decade, North Bennington's second oldest mill fell vacant when the Stark Paper Co. ceased production. About the same time, the great flood of 1927 caused so much damage to the street railway that the line, already losing much of its traffic to automobiles, was abandoned and dismantled.

The decline of North Bennington's nineteenth century industrial enterprises was succeeded in the 1930's by the emergence of markedly different economic - and cultural - activity. The Bingham Hill estate (southeast of the historic district) of Frederick B. Jennings, son-in-law of T.W. Park, was converted to a new liberal arts college for women. Subsequently Bennington College (now coeducational) has expanded to become a major employer, and the college community occupies a substantial portion of the village's housing stock. The presence of the college has also stimulated an increasing variety of cultural activity in North Bennington.

The national decline of railroad passenger service reached North Bennington in the late 1940's. Service on the Rutland Railroad dwindled until June 1953 when a strike brought the last passenger train to the depot where as many as eighteen trains per day had stopped in the 1920's. After the strike ended, the depot was closed and the agent's office was moved to the freight house (#17).

While the depot stood abandoned and deteriorating in the 1960's, historic preservation activity emerged in North Bennington and began to revive significant but outmoded buildings. After the village built a new fire station (#119) in 1965, the former firehouse (#127) was sympathetically refurbished and converted to a private residence. Toward the end of the decade, the Park-McCullough House (#177) was adapted to become a center for cultural performances and exhibitions.

The first large-scale rehabilitation of an historic building in North Bennington came in 1972-73 when the depot was rescued both from advanced deterioration and a threatening highway project (the latter subsequently stopped by local opposition). The building now contains the North Bennington Village offices together with those of the project architect, Timothy D. Smith. With this project, the depot became the first major railroad station so treated in Vermont and the symbol of historic preservation activity in North Bennington.

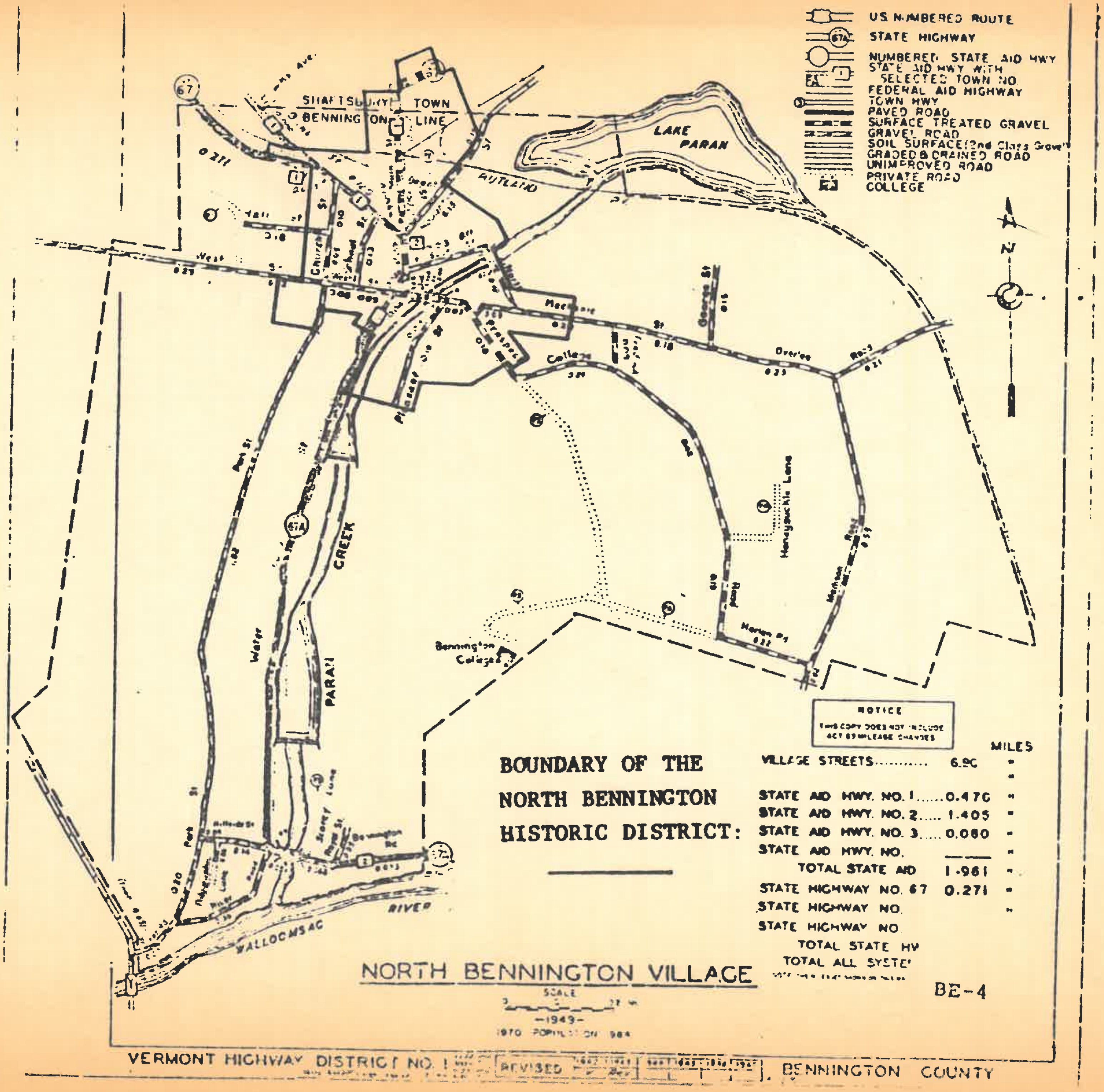
Later in the 1970's, the same architect undertook another major project by designing the conversion of the vacant Stark Paper Mill (#124) to a residential complex. Currently (1980) preservation activity continues with the former Walbridge Red Mill (#129) being refurbished and adapted to an educational center, thereby complementing its firehouse and paper mill neighbors across Paran Creek. In all of these cases, the original architectural character of the building has been preserved with only minor alterations being made to accommodate the adaptive uses.

The nineteenth century architectural integrity of the North Bennington Historic District remains to an extraordinarily high degree uncompromised by recent intrusions. Only in one case has a significant historic building been displaced by an intrusion: the Greek Revival style, two and one-half story, wood-frame, pedimented gable-roofed Hotel White that formerly defined the south corner of Bank Street opposite the Catamount Bank (#50) and presented a two-story gallery porch to Main Street was demolished circa 1960 and replaced by a small gas station (#68). The other intrusions (#19, 59, and 114) consist of small one-story buildings that have been inserted within the existing historic fabric of the village.

Three factors conjoin to give North Bennington an unusually cohesive historic environment for a "working" village: (1) its surviving nineteenth century architectural fabric that exerts a strong sense of its original character, (2) the relative absence of recent intrusions, and (3) the sympathetic adaptation of several pivotal buildings to compatible contemporary uses. These characteristics are enhanced by the natural surroundings of the village, whose appearance continues to reflect the agricultural character that prevailed during the nineteenth century.

The boundaries of the North Bennington Historic District enclose essentially the entire nineteenth century village - as shown, for example, in the 1869 Beers atlas.[5] Representative mill sites along upper Paran Creek are included in the historic district but not those to the south along the lower creek that have been more extensively redeveloped in the present century. On the southeast, the historic district extends to the perimeter of the former Jennings estate (now Bennington College). The southwest corner of the district boundary encloses the Park-McCullough House (#177) and related buildings owing to their integral association with the village. Along both the east and west edges, the historic district corresponds to the limits of village settlement - excluding only a 1923 subdivision west of Church Street - beyond which lies relatively open countryside. On the north, the boundary reflects diminishing concentration of significant buildings along Bank, Main, and Greenwich Streets.

[5]Beers, loc. cit.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PAVED ROAD
SURFACE TREATED GRAVEL
GRAVEL ROAD
GRADED & DRAINED ROAD
UNIMPROVED ROAD
PRIVATE ROAD
COLLEGE
SHAFTSBURY TOWN
BENNINGTON LINE
LAKE PARAN
RUTLAND
West
Church St
College
Overlea
George St
Honeysuckle Lane
Water
PARAN
CREEK
Park St
Bennington College
WALLOOMSAC
RIVER
NOTICE
BOUNDARY OF THE
NORTH BENNINGTON
HISTORIC DISTRICT:
MILES
VILLAGE STREETS 6.90
STATE AID HWY. NO. 1 0.470
STATE AID HWY. NO. 2 1.405
STATE AID HWY. NO. 3 0.080
STATE AID HWY. NO.
TOTAL STATE AID 1.961
STATE HIGHWAY NO. 67 0.271
STATE HIGHWAY NO.
STATE HIGHWAY NO.
NORTH BENNINGTON VILLAGE
SCALE
-1949-
BE-4
VERMONT HIGHWAY DISTRICT NO. 1
REVISED
BENNINGTON COUNTY

IV. RECREATION

Recreation is in various stages of development in North Bennington. At the present, the majority of the population live in the Bank, Main and Houghton Street area, designated as the North Bennington Center neighborhood. As can be seen on the plan for Community Facilities map, this northern half of the Village is, at the present, adequately served by Lake Paran (P1), the Little League field (LL), and Welling athletic field (P3). These facilities combine to offer an all year recreation program in a number of activities to every age group.

Other types of parks beside those purely for active recreation can also enhance the center of the Village. The Village currently has a memorial park (P4). A traffic island exists at the intersection of Water and Main Streets and anothr such island is proposed for the intersection of Houghton and Main Streets (P5). These small parcels could all serve to at least echo the village green idea. As there are presently two nuclei to the business district, there could also be two greens. These greens will each be in the center of a circulation system and as such, should not include tall shrubbery or evergreens which would block visibility.

The Village already has plans for developing the land around the Grist Mill Pond (P6). This includes reclaiming and cleaning up the land at the waters edge. A house, just east of the fire station, has already been removed as part of this project. This park and the section across the pond will provide an all purpose open space for neighborhood use.

Another park development of a different nature is recommended for private development across from the Grist Mill Pond at the dam site (P7). This would include a sculpture terrace and some recreation and sitting facilities along the water for the use of residents of proposed apartment units.

The Heritage Conservation Recreation Service (HCRS) provides financing for up to 75% of the cost of such park and downtown improvement. Possibly it would be much easier to carry out these relatively small projects without such aid if the project is to be expedited. If, on the other hand, the entire Town proposes to undertake any or all of the four sections of this Act, then it would most certainly be wise to accept some delay in return for a substantial saving to the taxpayers. The four sections of the Act, at least three of which must be included in an application for funds are:

a. Park lands - construction of such items as roads, lighting and water lines.

b. Streets - planting of ornamental and shade trees.

c. Downtown - construction of paving, benches, fountains, landscaping, etc.

d. Public buildings - landscaping and other exterior beautification.

Let us now consider the southern half of the Village of North Bennington. There are approximately fifty families in the area, now, and room for many more. For these families and also for people visiting the College, it is proposed that a river front park (P8) on the Walloomsac River be established. This would be a scenic park for walking and picnicking which would make use of a piece of land which for reasons of possible flooding would be hazardous for residential development. People desiring an active recreation facility would travel to Lake Paran, a distance of little more than a mile. If bicyclists were encouraged to use Park Street they would avoid the heavy traffic on Water Street.

Another area in the southern neighborhood which should be left undeveloped is the steep hillside (P9) along Park Street. There is certainly not the development pressure where every square foot of the Village requires building development. Some areas should be left to resemble "Vermont". In fact, it would probably be best from a planning viewpoint if all of Park Street were to remain as farmland.

When the eastern end of the Village is develped, land should be reserved for recreation areas (P 10). An example of how this may be accomplished is through cluster subdivision. While each house may be located on a larger lot much of this land, especially the front and side yards is only ornamental space and is not truly usable. In the cluster plan, the homes are located on much smaller lots, but by staggering the setbacks, there is the appearance of a greater separation from one's neighbors. The land that has been saved by these smaller lots is then available as usable open space for the entire neighborhood. A neighborhood association is necessary to maintain this parkland if it is developed but would probably not be necessary if the land is left in its natural state.

Whether the land in the eastern section of North Bennington is developed in a cluster plan or the more typical plan, usable open space should be left for community recreation.

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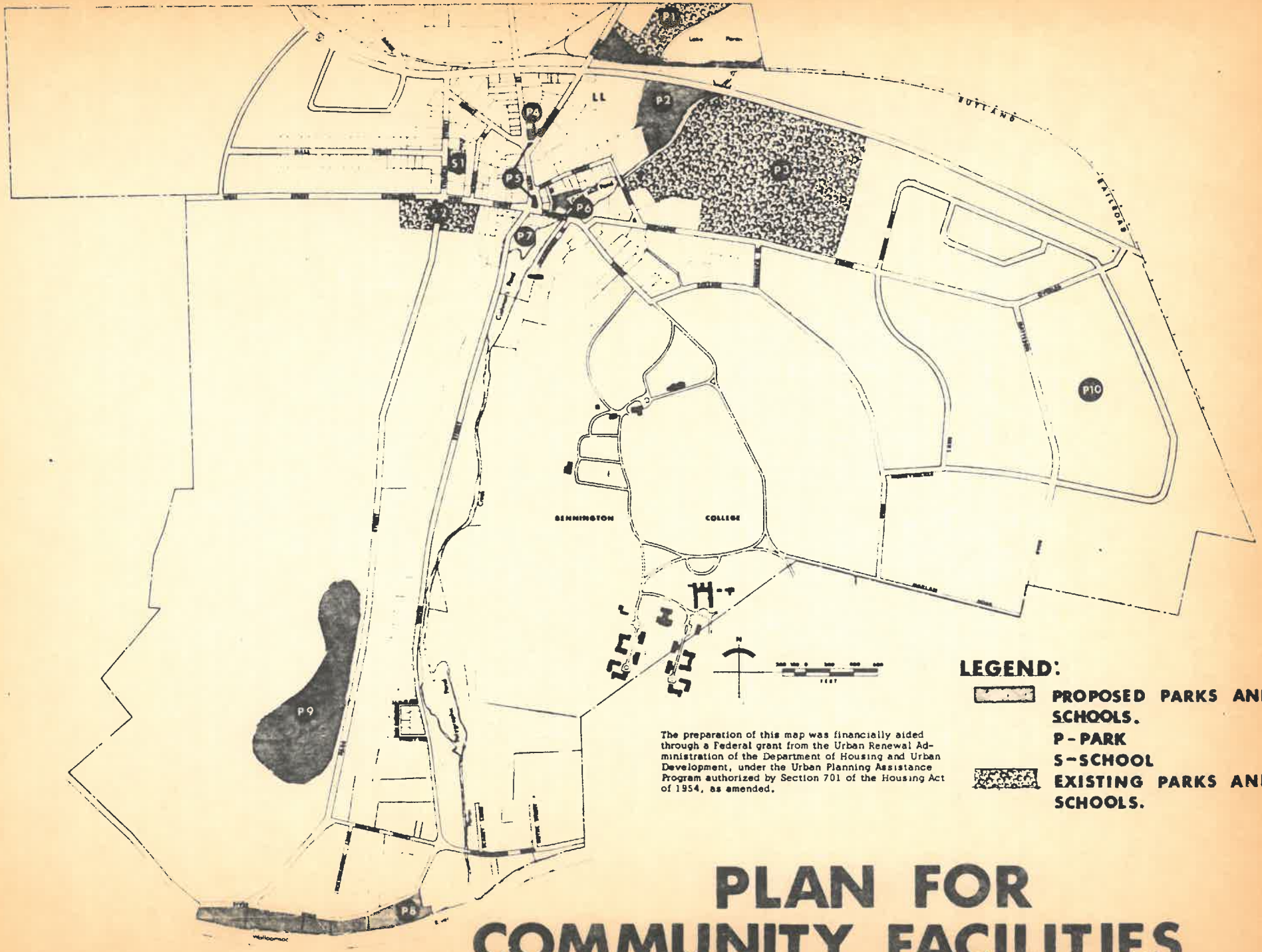

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PLAN FOR COMMUNITY FACILITIES

VILLAGE OF NORTH BENNINGTON , VT.

JUNE JOHN CALBREATH BURDIS ASSOCIATES 1966

V. TRAFFIC - CIRCULATION

Principal routes serving North Bennington include:

Water: major route into the Village center, also industrial connector.
Prospect: college and residential connector.
College: Village east link to potential residential land.
Main: distributor of all Village radials, commercial street.
Houghton: northern residential connector from Main Shaftsbury rural.
Route 67: connector to New York State line and Hoosick Falls area.

While traffic movement does not create any serious conditions in the Village, attention must be given to maintenance of the existing system. Some roads designed and layed out at the turn of the century are less than adequate for the type and volume of traffic today. North Bennington participates in the Urban System Highway Designation Program which provides Federal-State aid for certain designated roads but funds are limited. The use of outside funds sometimes carry standards which are felt to be excessive, although this issue is currently being studied in the state. Consistent with maintaining the existing system with spot improvements, the Village should take advantage of all sources of funds. It is unfortunate that the Village has such a small tax base for the type of rebuilding that is necessary. A diligent maintenance program vs. deferred maintenance is a necessity to avoid major expenditures. Additionally, certain spot improvements and bridge reconstruction require immediate attention:

.. Route 67A/College intersection

.. Route 67A/Water Street intersection-bridge (Chem-Fab)

.. Route 67/Shaftsbury-North Bennington intersection

.. Bridges

VI. WATER SUPPLY

GENERAL:

RESPONSIBLE PERSON	:	SUPERINTENDANT Box 375 N. Bennington, VT. 05257
POPULATION SERVED	:	3200
CONNECTIONS	:	850
MAXIMUM DAILY USAGE	:	900,000 GPD
MAXIMUM SOURCE CAPACITY	:	704,000 GPD
STORAGE CAPACITY	:	6.1 MG
SOURCES	:	BASIN BROOK 42°57'45" 73°09'15" WELL FIELD 42°57'20" 73°10'00"
TREATMENT	:	DISINFECTION

The water system provides water to the village of North Bennington portions of the town of Bennington, and the S. Shaftsbury Fire Dist. #1.

The Village of North Bennington has prepared a report titled "Detailed Study and Analysis of the Distribution System and Water Transmission Lines for the Village of North Bennington." Short Term Water Use Projections are part of a completed Water Rate Study performed for the Board of Water Commissions of North Bennington by Myrick and Chevalier, Consulting Engineers, dated November, 1966.

WATER QUALITY CONTROL:

For the two public water supply systems in the sub-region of Bennington, the natural water quality which has been available from existing sources, and the water quality from those sources proposed for future development, does not require modifications for public use beyond the addition of chlorine in suitable quantities.

As demand for water increases, the use of major surface storage reservoirs may impose the need for additional water quality control measures. Construction of water treatment facilities may be required if constant water quality is to be maintained when water is held in storage for long periods of time. However, for the immediate forseeable future, continuation of present chlorination practices should be adequate.

SOURCE:

Consulting Engineers have completed ground water exploration in search of a suitable site for the construction of a permanent well with which to supplement the prime source of water. The results of that exploration effort conveyed by a "Report of Ground Water Investigations for Construction of Permanent Wells," have led to a contract for the construction of reinforced facilities at Harrington Springs. This report endorses such source reinforcement, finding it sympathetic with the needs of the community and compatible with the Master Plan.

Myrick & Chevalier have also reported on a preliminary study of a water supply diversion from Fayville branch and seismic investigation of the Harrington Springs area. These reports contribute data which shall ultimately be required for a comprehensive water resources survey.

Industrial, Institutional, and domestic growth in the Village of North Bennington is expected to place demands on the Village water supply far in excess of existing capacity. For this reason, the Village of North Bennington now contemplates a continuing program of water source improvements extending into the forseeable future. That program is guided by the results of comprehensive engineering studies and by the recommendations of the planning consultants' report.

TRANSMISSION:

Existing transmission facilities for the Village of North Bennington carry water from the Basin Brook diversion dam to the North Bennington distribution reservoirs situated in the Town of Shaftsbury.

The gravity flow carrying capacity of this line is somewhat less than 750,000 gallons per day, and when more water is available at the source or when demand exceeds 500,000 galllons per day, the usefullness of this transmission line is limited.

STORAGE:

North Bennington has the use of two reservoirs with a combined capacity of 6.69 million gallons or approximately 12 days supply at the current rates of use. The capacity is adequate for the purpose of sustaining fire flows and for stablilizing ordinary flow as well as providing a point of settlement to help clarify the water. Because of the limited capacity, the existing reservoirs cannot effectively serve as storage facilities. The report of transmission and distribution facilities for the Village of North Bennington prepared by Myrick & Chevalier will also discuss an evaluation of the distribution reservoir requirements.

An evaluation of the ultimate yield of new facilities now under construction in the source area for the Village of North Bennington will provide the basis for a forecast by the engineers of major storage requirements for the Village and should indicate the time period during which construction of major storage facilities will be justified. Storage reservoir and distribution reservoir evaluations and forecasts are commended for use in the recommended regional studies.

DISTRIBUTION:

Two distinct and separate public water distribution systems serve the Bennington sub-region. Each system extends beyond the political boundaries of the respective villages of Bennington and North Bennington to carry water to various points within

the Town of Bennington and the Town of Shaftsbury.

Both systems have municipal, commercial, industrial, institutional, and domestic customers.

Deficiencies in both systems exist as a consequence of piecemeal growth without the benefit of a modern Master Plan for water system expansion. Both systems have sections suffering from acute pressure and quantity deficiencies as a result of undersized distribution mains.

Both systems suffer with inadequate fire flow capacity and fire pressure capability. Several thousands of feet of distribution main are smaller than 8"diameter. For optimum fire flow capacity distribution mains generally should not be smaller then 8" diameter. Both systems have areas where the mains are adequately dimensioned, but the water flows to these sections through adjacent sections where the pipe is much smaller. Both systems have many areas that are served by dead-end pipe, giving rise to residual stagnation in the distribution mains and depriving such areas of alternate routes of flow in the event of major leaks or pipeline breaks.

All of the foregoing deficiencies can be remedied by a program of distribution system improvements and such construction should be initiated at the earliest practical time.

Distribution system construction programs should be guided by the recommendations reported after detailed distribution system study and analysis.

The scope of this study shall include examination of all areas within the Village of North Bennington and portions of the system extending beyond Village limits. In addition, attention will be directed toward the relationship between the Village distribution system and its major customers for water, such as Bennington College, Cushman's Manufacturing Company and the fire district of South Shaftsbury. As the scope of this study will produce information, the use of which will enable North Bennington to reinforce its water system by a program of construction; such study receives full endorsement in this report, finding it compatible with the need expressed earlier.

WATER SYSTEM MANAGEMENT:

The most complex problem facing the communities of the Bennington sub-region is that of water system management on a regional basis. The scope of public works construction contemplated for the future for the Village of Bennington, Old Bennington, North Bennington and the Town of Bennington will require sponsorship and financing on a base much broader than can be provided by any individual community.

Acceptance of a Master Plan for the Bennington sub-region presupposes reciprocal and unanimous cooperation of all political subdivisions of the sub-region. Implementation of a Master Plan shall require such intermunicipal cooperation.

Recently, the Villages of Bennington and North Bennington have, under the pressure of immediate necessity, undertaken separate courses of action to meet the water needs of the moment.

The stipulations and restrictions of the Putnam Deed of Gift in Bennington, and the Jennings Deed of Gift in North Bennington promote this dis-association of the two water systems and thwart the formation of one central management body.

The preparation of comprehensive regional engineering studies, to have any real value to the community at large, should point the way to prudent, profitable development and community use of the water resources in the vicinity of Bennington. The planned use of the water resources and water facilities in the Bennington sub-region must depend upon the timely application of community funds to the projects best oriented to benefit the largest segment of the community.

Cross reference to appropriate sections of the Master Plan should provide the framework within which planned growth can be accommodated through the implementation of selected water facility construction projects.

Such programming of construction can best be achieved when a central water management authority has been vested with the power to make the impartial and objective decisions required.

For the immediate future, the most practical regional water management scheme must, under the authority of a joint board of regional water commissioners, deploy the existing forces of management now operating the respective water systems. The particular interests of the municipalities within the sub-region of Bennington must be represented when the Joint Board of Regional Water Commissioner is convened.

A Joint Regional Board of Water Commissioners can be the long-term operational answer to regional water management. However, one should expect evolution and growth from a joint board of regional water commissioners to a more sophisticated and a more enduring format of operations.

When operational questions are identified and answered to the satisfaction of all concerned, and after some progress has been made toward the implementation of the Regional Master Plan, modification or total elimination of the respective deeds of gift by legislative action at the State level can release the constructive energies now held in abeyance by the restrictions of the deeds of gift, allowing full and true water system integration.

Municipal unification has been proposed as the solution to many socio-economic and political problems in the Bennington Area. A solution to the problem of integrated water system management most certainly can be found in a judiciously framed plan for municipal unification.

The search for a successful scheme for municipal unification meeting all the requirements and receiving the full support of the community at large, has required much time and may be faced with further delay before ultimate enactment of appropriate legislation.

In the interim, the public is denied the benefit of integrated regional water management.

The formation of a joint board of water commissioners for the sub-region of Bennington offers an immediate approach to the practical problems of water project implementation within the framework of a master plan while yielding the flexibility to accommodate changes in the seat of overall planning authority in the future.

Before the enactment of municipal unification, the joint water board with representation from the Village of North Bennington, Old Bennington, the Town of Bennington, and the Fire District of South Shaftsbury can function as the sole proprietor of planning authority for water system management in keeping with the purposes of the master plan, while responding to and cooperating with the Regional Planning Commission.

If at the time of successful enactment of municipal unification, there is in existence a regional joint board of water commissioners, the administrative and managerial functions of that board can provide the continuity of service and responsibility for operations during the transition to the new governmental format.

Within the envelope of municipal unification, as stated earlier in the text of this proposal, full and true water system integration can become an accomplished fact. At that time, the need for a joint board of water commissioners would evolve into the need for a board of water commissioners under the title of the unified municipality, and its function shall continue to be management and administration of all the components of a fully integrated water system in harmony with the regional Master Plan.

Should the regional planning board be adjourned to become a part of a regional planning unit with representation at the county level, the municipal character of the water systems and the sub-region of Bennington will dictate the continuance of a managerial board of water commissioners serving the entire sub-region notwith-standing the escalation of regional planning authority from the town level to the county level.

For maximum flexibility under all contingencies, the Joint Board of Regional Water Commissioners should be vested with authority:

1. To borrow money for the construction of recommended water system projects.

2. To let contracts for the construction of water system projects.

3. To adjust and levy water use rates.

4. To make procedural decisions affecting the administration of all or part of the integrated water system.

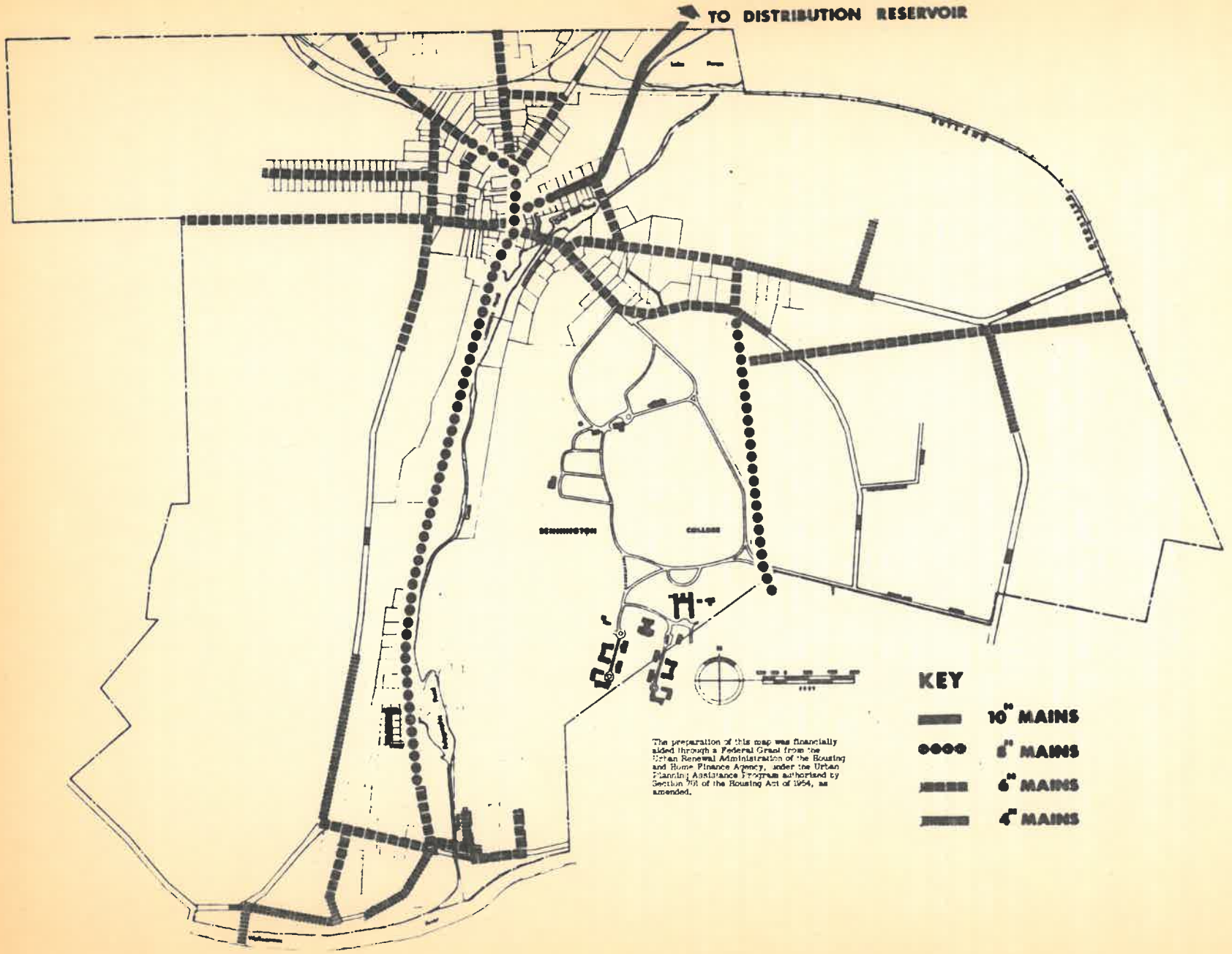
5. To establish and enforce regulations governing the use of water.

6. To employ qualified personnel at competitive salaries for the performance of duties required for operation of the system.

7. To authorize purchase of and payment for mechanical equipment required for the operation of the system.

8. To retain the services of a consulting engineer to act as a technical guide in the management of the system, to perform detailed systems studies, to make specific recommendations for project implementation, to design the actual project components, and to supervise construction of the projects.

To provide fair representation of the public and to provide a compatibility with the existing Deeds of Gift, the Joint Board of Regional Water Commissioners should be composed of not less than one representative from each local Board of Water Commissioner, not less than one municipal representative from each municipal subdivision of the sub-region, including the Town of Bennington, Old Bennington, North Bennington, and the Fire District of South Shaftsbury. In addition to those areas of representation already named, there should be not fewer than two representatives from educational institutions, and not fewer than two citizens at large.

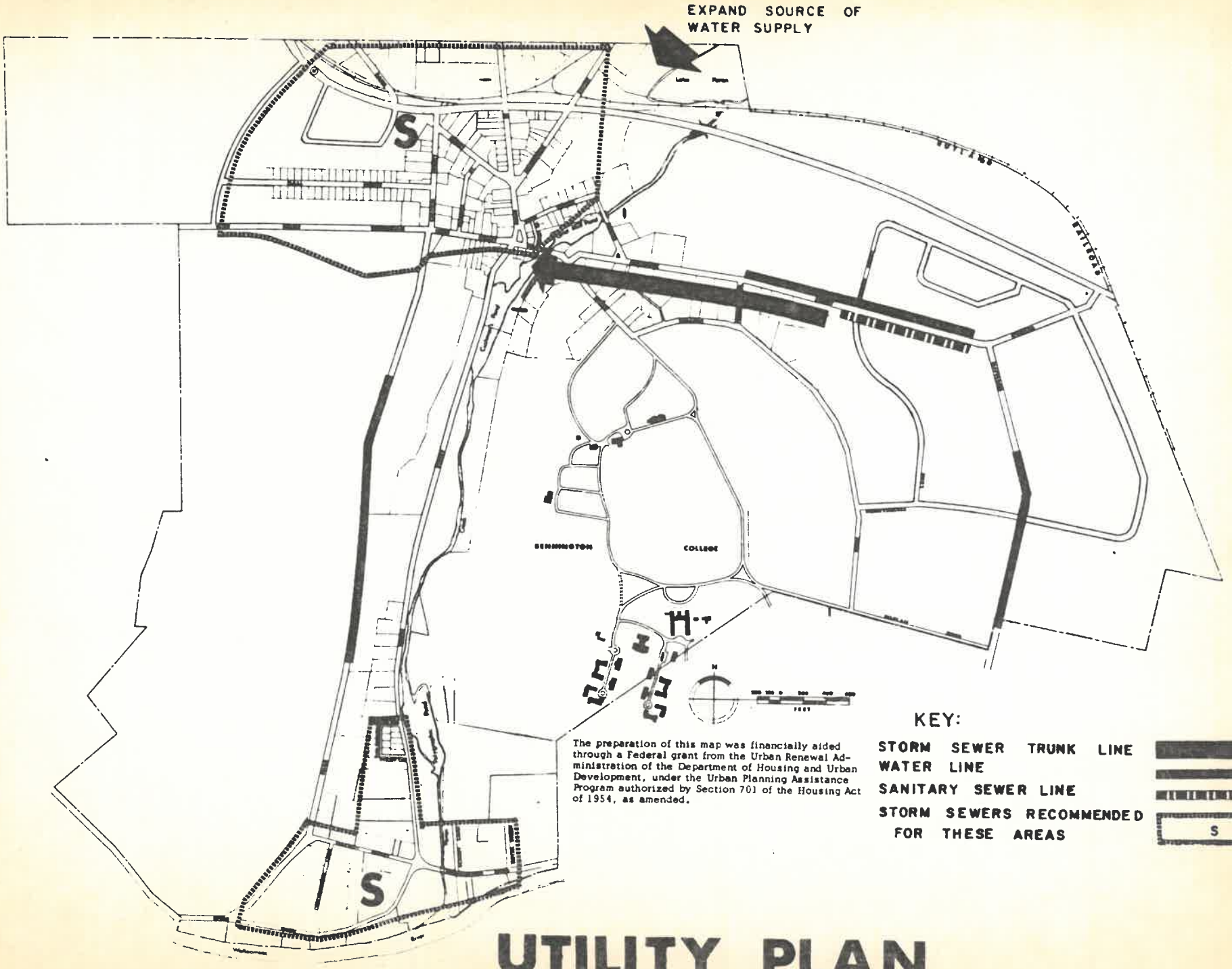


VILLAGE OF NORTH BENNINGTON , VT.

WATER DISTRIBUTION

JOHN CALHOUN BURNS ASSOCIATES

SOURCE: VILLAGE RECORDS



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UTILITY PLAN

VILLAGE OF NORTH BENNINGTON , VT.

JULY

JOHN CALDREATH BURDIS ASSOCIATES

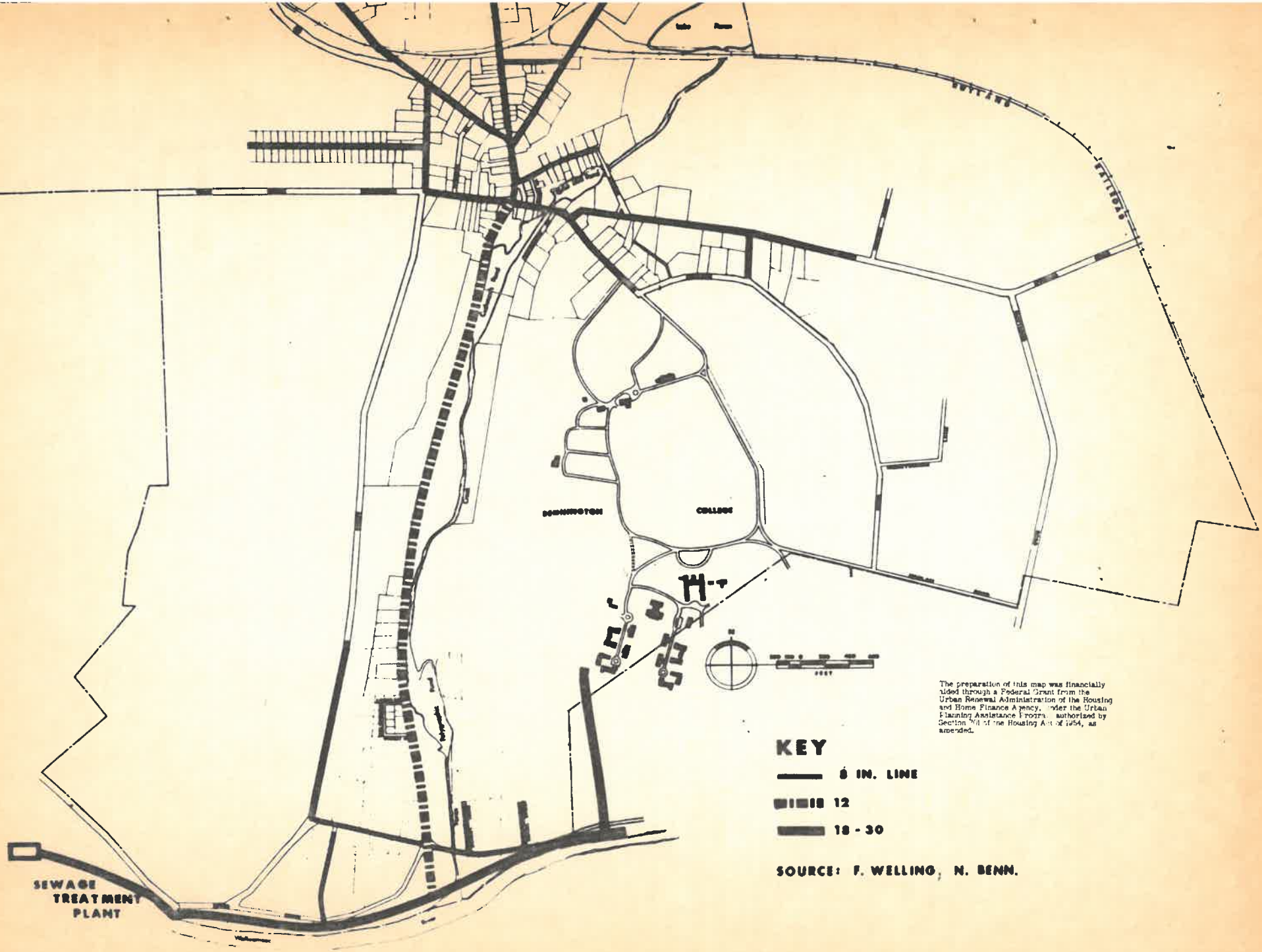
1966

VII. SANITARY SEWERS

Probably the most useful work that can be undertaken to improve North Bennington's sanitary system would be the construction of additional storm sewers. At the present, the sanitary sewers are forced to carry much of the Village's run-off rainwater. When rainwater is carried in the sanitary system, this puts an extra burden on the treatment plant. If more development takes place in the Village and if sewers are extended into the Town, the time will come when the treatment plant will not be able to properly treat the sewage when it is overloaded with rainwater. Fortunately, the Village will have a few years to correct this problem before it becomes critical. The other villages are already working to eliminate surplus water from the system. It is recommended that a technical study of this situation be made.

North Bennington's industrial expansion should occur in the northeastern section of the Village, between the railroad and the proposed By-pass connection. Sewers will have to be extended to this industry. An engineering study should be prepared to indicate needs and methods of providing service to potential industry.

The most promising area for residential expansion is the eastern half of the Village. This comprises a large enough land area so that a trunk line, extending along Mechanic Street, will be necessary.



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VILLAGE OF NORTH BENNINGTON, VT.

SANITARY SEWER SYSTEM

JOHN CALBREATH BURDIS ASSOCIATES

PLANNING CONSULTANTS ALBANY, NEW YORK

VIII. CAPITAL PROGRAM - FINANCING

GENERAL:

Income for combined General Fund expenses and the Water Department in 1970 was $107,603.36 and $247,215.31 in 1981. This represents an increase of 129.7% for the 11 year period or an annual increase of 11.8%. Expenses, while less than income, increased at a slightly faster rate than income: 11 years - 140.3%, annual rate 12.8%. Actual taxes collected less other sources of income increased at an annual rate of 11.3% and water rents even less at 5.2% annually between 1970-81.

HIGHWAY EXPENSES:

Highway expenditures increase by 117.4% or 10.7% annually between 1970-81. In 1970, highway expenditures represented 27.6% of all expenditures including the Water Department, and in 1981 was 25.0% of total expenditures. Highway income including outside revenue increased 13.0% annually. Unlike other line items, highway expenditures as a percent of total expenditures remained nearly constant between 1970-81.

GENERAL EXPENSES:

General Expenses include all items except highway, fire, and the Water Department. This category of expenditure increased by 195.5% (1970-81) and 17.7% annually. This increase is the second highest increase compared to other categories of expenditures. In 1970 it represented 29.6% of total expenditures and 36.4% in 1981.

FIRE DEPARTMENT EXPENSES:

Fire Department expenses increased by 408.6% between 1970-81 or 37.1% annually. This represents the highest increase compared to all others and is probably attributed to major capital expenses (land-buildings). Fire Department expenses represented 6.3% of all expenses in 1970 and increased to 13.3% in 1981. Apparently the increase represented the concerns of Village residents to improve fire protection.

WATER DEPARTMENT:

Water Department income and expenses increased at a rate lower than all other major categories of expenditures. Income increased by 60.0% between 1970-81 (5.5% annually) and expenses by 66.6% (6.1% annually). Water rent collections increased by 5.2% for the same period and in 1981 rent collections represent 91.0% of all Water Department income. As a percent of total major expenditures, the Water Department was 36.5% in 1970 and 25.3% in 1981. The category with the highest percent of total expenditures

is General Expenses. In 1981, the Water Department had an outstanding loan in the amount of $24,945. Between 1965 and 1969 approximately $85,000 was borrowed to support capital improvements such as drilling exploration, source expansion, pump station, new equipment, engineering extension, etc. Outstanding loans have declined steadily through 1981 except in 1975 when the lease obligation increased. Presumably, this is attributed to new equipment and additional engineering.

INCOME & EXPENDITURES

(Combined General Fund and Water Department)

	1970	1981	% Change	Annual Rate
TOTAL:				
All Income	$107,603.36	$247,215.31	129.7%	11.8%
All Expenses	97,628.45	234,559.47	140.3%	12.8%
HIGHWAY:				
Income	$ 28,711.38	$ 69,909.61	143.5%	13.0%
Expenses	26,976.59	58,646.89	117.4%	10.7%
FIRE DEPARTMENT:				
Expenses (Incl. Capital Exp.)	$ 6,122.58	$ 31,139.53	408.6%	37.1%
GENERAL EXPENSES:				
Expenses	$ 28,906.25	$ 85,426.91	195.5%	17.7%
WATER DEPARTMENT:				
Income	$ 44,066.60	$ 70,495.30	60.0%	5.5%
Expenses	35,623.03	59,346.14	66.6%	6.1%
Water Rent Collections	40,830.88	64,134.31	57.1%	5.2%

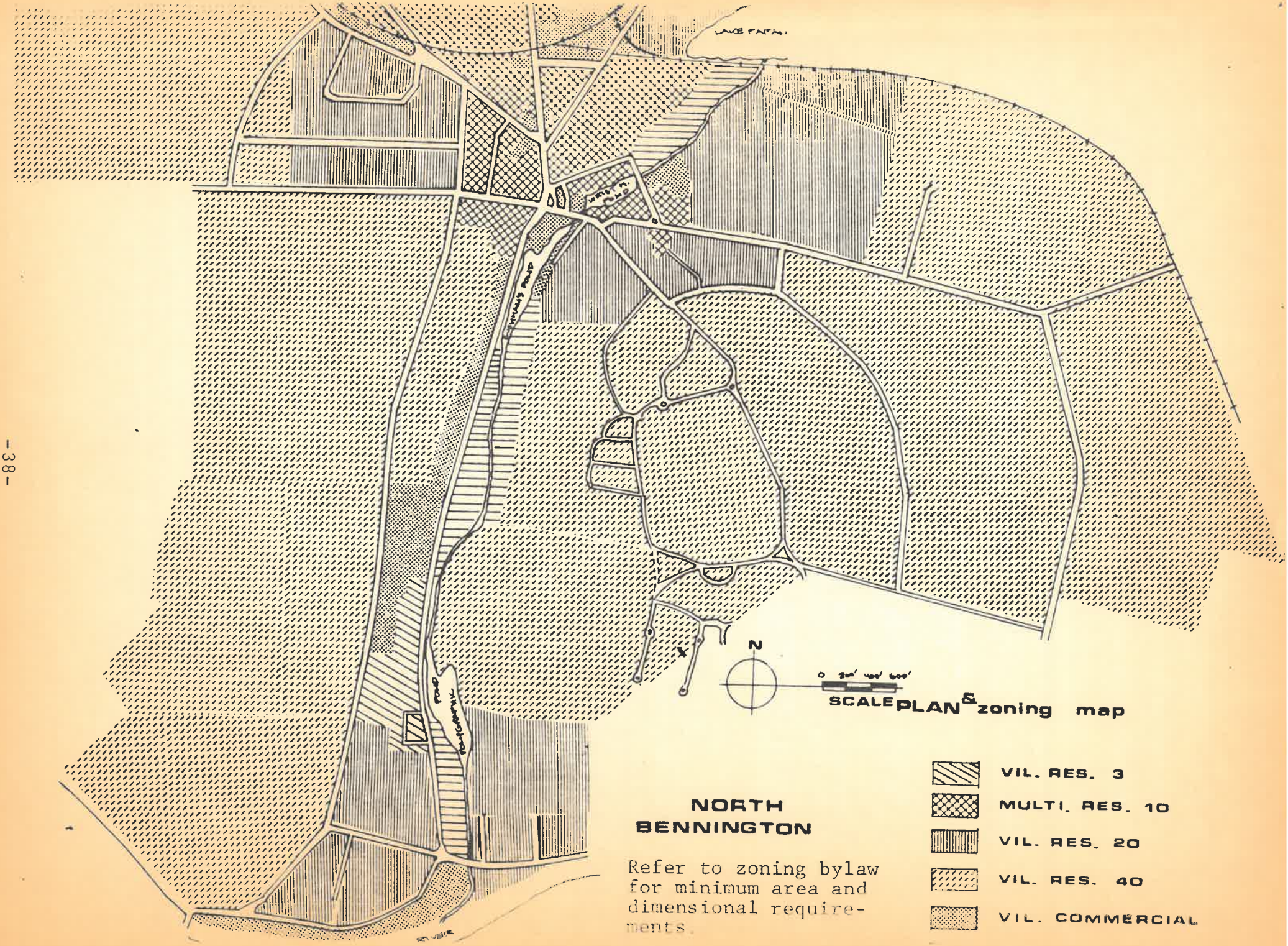
EXPENSES - AS PERCENT OF TOTAL MIX

	1970	1981
Highway	27.6	25.0
Fire Department	6.3	13.3
General	29.6	36.4
Water Deparment	36.5	25.3

CAPITAL IMPROVEMENT PROGRAM
VILLAGE OF NORTH BENNINGTON, VERMONT

PROJECT	METHOD OF FINANCING
Master Water Meter (for sale of Water to South Shaftsbury)	Short term note to be retired by sale of water.
Water System Engineering Services	Short term note to be retired by sale of water.
Purchase land adjacent to lower pond and between Old Fire House/ barber shop	Village operating budget
Fire Truck	Village operating budget
Beginning of two year surface water drain development program	Village operating budget
Beginning of six year curb and sidewalk building program	Village operating budget
Landscaping of Center Island on Main Street and construction of perpendicular parking spaces on the east side of Main Street	Village operating budget
Beginning of three year program of improvement and reinforcement to distribution system and transmission mains	40 year bond issue (Voter approval required) NOTE: In the event Federal Aid is not approved, water system improvements must be implemented by staged construction, spanning 15 years, with all moneys for construction coming from local taxes and the revenues from the sale of water. (Additional water rate adjustment will be required.)
Continuation of surface water drain development program	Village operating budget
Continuation of curb and sidewalk building program	Village operating budget
Construction of sanitary sewer line	Village operating budget
Purchase of land for school	Village operating budget
Continuation of curb and sidewalk building program	Village operating budget

PROJECT	METHOD OF FINANCING
War Memorial Landscaping	Village operating budget
McCullough Library additions 1. terraced park 2. benches	Village operating budget
Grist Mill Pond Restoration 1. Reclimation of west bank 2. Brush cutting on east bank	Village operating budget
Tree planting and bench placement along Main Street	Village operating budget
Waterfront park on Walloomsac River (to include picnic tables and walkways)	Village operating budget


N
SCALE
PLAN & zoning map
NORTH
BENNINGTON
Refer to zoning bylaw for minimum area and dimensional requirements.
VIL. RES. 3
MULTI. RES. 10
VIL. RES. 20
VIL. RES. 40
VIL. COMMERCIAL