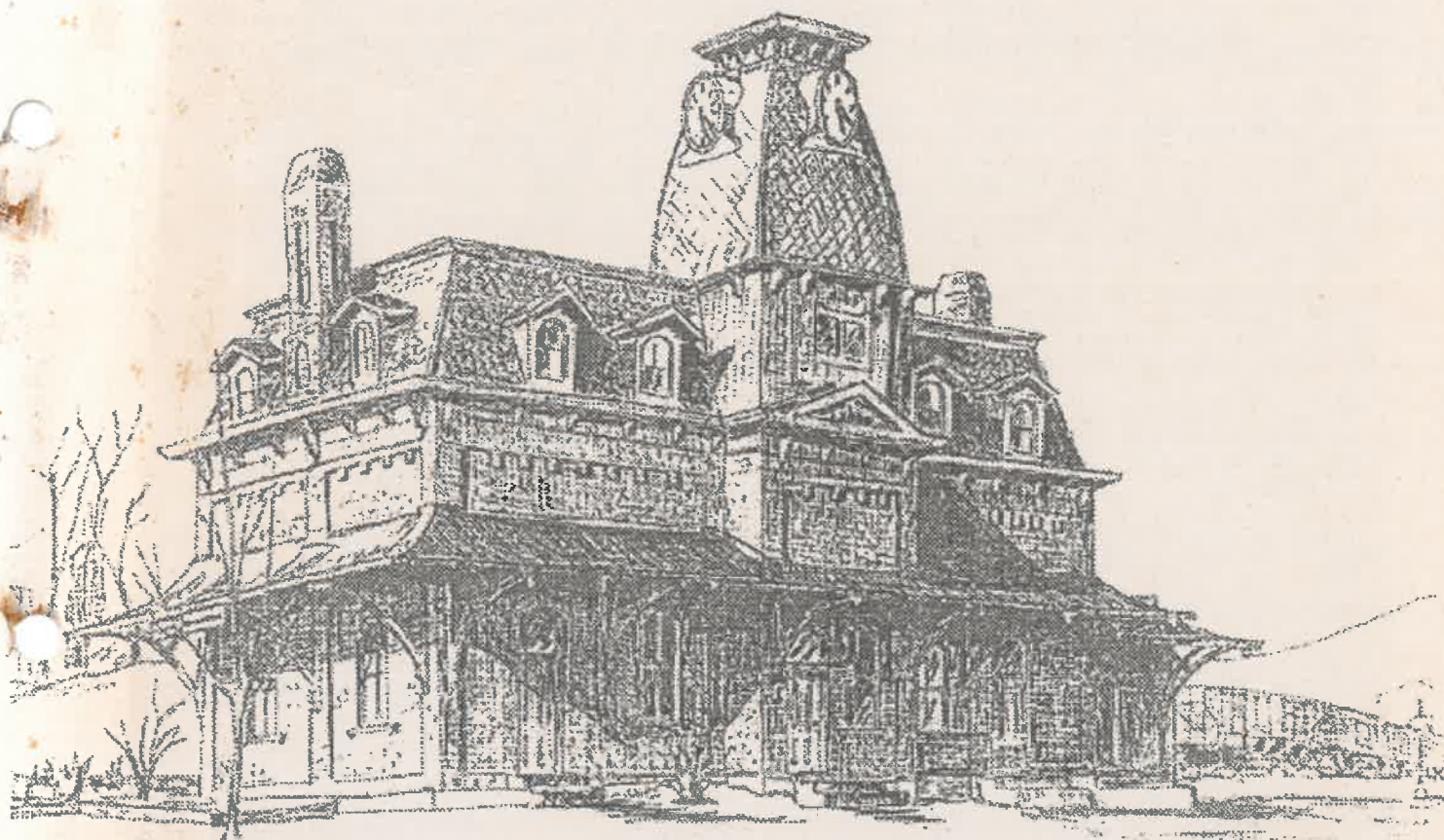


Village of NORTH BENNINGTON, VT



MASTER PLAN 2002 – 2007

APPROVED BY THE NORTH BENNINGTON VILLAGE TRUSTEES
JUNE 11, 2002

North Bennington Railroad Station - 1880 - 1973

The Station was built in 1880 by the Bennington and Rutland Railroad which became a part of the Rutland Railroad in 1900. It replaced the original depot built about 1851 which had tracks on both sides of it, the Bennington tracks on the South~ side and the main line on the North side coming together just below Main Street. It can be assumed that the yards were rebuilt to approximately their present lay out at the time this station was built.

June 1932 -Passenger service in Chatham terminated.

June 1953 -All passenger service was eliminated. Depot closed and the operator moved to freight house. Sept. 1961 -Last Rutland trains - RR shut down by strike.

Jan. 1964 -VTR commenced freight operations.

Open 24 hours a day, 3-8 hour tricks for telegrapher plus station agent and baggage man during the day.

West (or front) waiting room considered "Men's" and East (or rear)waiting room considered "Ladies" although they were not so labeled.

Top floor was B & M office staffed by an agent and clerk in early days who handled the "White Creek" office of that road. Later the office was abolished and the Rutland agent became joint agent for both roads.

There is a space about 5' high between floors which contains structured beams, etc. as a part of the structure and also held a cedar,metal lined tank which stored water from the roof to supply lavatories and toilets on the first floor. One of the earliest known flush toilet systems. This was some 40 odd years before the village had municipal water supply.

Toilet rooms were in the baggage room addition in the rear, the ladies opening from the rear waiting room and the men's from the platform outside. These were later moved into the space now used by the present rest room and the stairway to the upper floor. This space had been an office for the combined baggage man and yard clerk.

The station was heated by steam from a boiler in the cellar. The coal bin was filled from a car of coal on the track beside the depot and the coal shoveled off by the section men. There were big sectional radiators, now long gone, in the center of each waiting room. The one in the front room had a marble slab on top which was a great place to dry out wet gloves and mittens & was full of carved initials, etc. The slab has disappeared over the years and its disposition is unknown which is too bad as it would be very interesting to have. The present heating system is hot water from a modern oil fired furnace.

Lighting was by kerosene lamps,the waiting rooms each having chandeliers containing several lamps. Electric lights came in their time and today there is modern electric lighting, the building having been completely revived during the restoration in 1972 done with the generous financial contributions by Bill and Babs Scott

During the heyday of passenger service, say from 1910 to 1930, the station served north and south bound Montreal to New York sleepers, the north and south bound through flyers, 2 northbound, 2 southbound locals Burlington VT to Troy NY for a total of 8 trains Each of these were met by a shuttle train from Bennington so there was a total of 16 passenger train movements per day. Also there was an 8:00 P.M. local from Bennington to Hoosick Junction and return each weekday for passengers to go to Troy and beyond, thereby adding 2 more movements.

The train registers in the station not only recorded all these trains but also a B & M Freight in and out, 2 Rutland through freights, 2 Rutland local freights, 2 milk trains plus a switcher which came from Bennington each day except Sunday. So it can be seen that there was a lot of activity in this small but important yard.

Many anecdotes of what went on in the old station could be told but space prohibits.

information above by Fred Welling and originally printed by Kendall Rich

The sketch on the front cover appears to be signed by "J R '77" I don't know who JR was or is but I thought his/her drawing of the depot made a fitting cover for our Master Plan. I hope he or she doesn't mind. At the very least you can say,; "you have been published." RJMcW Village trustee, 2002

Village of
North Bennington
Vermont

2002 MASTER PLAN

TRUSTEES:

John Ulrich, *Chairperson*

Arla Sampsell Ronald Pembroke Edwin Luce Rob McWaters

PLANNING COMMISSION:

Glen Ferguson, *Chairperson*

Madeline Gratton Jonah Thiem Jamaica Kincaid Rob McWaters

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PREFACE

The purpose of the Master Plan is to provide a comprehensive framework to guide actions, programs, policies and suggest implementing measures. The Zoning bylaws of the village are based on the philosophies enunciated in the planning document. The process leading to this year 2002 review started in 1999. Planning commission meetings that included interested village participants, were held to form its contents. Initially we were guided by Marilyn Ryba, a professional planner, whom we hired under a Vermont State Grant, Marilyn completed an early draft with her recommendations. Unfortunately, Marilyn left the area to become head planner for the town of Queensbury, N. Y. We had to carry on alone which is the excuse for the long incubation period. It is no easy task to coordinate meetings at times convenient to all participants, however we persevered and what you have in hand is the culmination of our efforts.

Each five year revision of the plan is both a past history and a blueprint for the future a dynamic document that over time has reflected changes and unanticipated new conditions. By statute the plan expires every five years and must be reevaluated before readoption. The plan incorporates objectives, statements of policy, and recommendations and provides the foundation for implementing guide lines in our zoning bylaws.

North Bennington is fortunate to be rich in its people, history, its rural environment and, still have a semblance of a working village. It is harder for smaller local enterprises to compete with the larger chains and "box" stores or malls. One goal of the State Planning Act is to maintain the historic settlement pattern of compact villages separated by rural countryside. The North Bennington Plan places special emphasis on these values, and offer recommendations on preserving the village ambiance and a possible path to preserve this value. Undoubtedly other pressures will rise relating to further development not always to our best interests.

The aging of Vermont's population is also evident in our village. Preserving our village atmospheres is a never ending challenge as yearly inflation raises the cost of village services which are reflected in our taxes. This impacts our ability to pay and threatens the future sovereignty of the village.

The village also recognizes that it has common borders and interests with its neighbors Bennington and Shaftsbury Towns, also our connection to the broader Bennington County region. We will continue our links with Shaftsbury and the Bennington where mutual concerns are concurrent.

With or without Acts 200 and 250, the Village recognizes its responsibilities to its residents and its neighbors. During the course of this latest planning review, several areas were identified that suggest the need for re-identifying Planning Districts. The realigning of district boundaries more closely reflects what already exists and strengthens preferred land uses in other areas. Where there was data we could upgrade, we did. The Federal year 2002 census, as in the past two censuses, did not appear to be as accurate as they should be.

In summary, no plan is forever and we are not the last generation. Like those before us and hopefully those that follow, residents will take pride in their village and continue to participate in its governance and work to assure its' future.

Rob McWaters, for the Master Plan Review Committee

1.0 INTRODUCTION – NORTH BENNINGTON: A SHORT HISTORY, AND THE VILLAGE TODAY

1.1 PROLOGUE – BEGINNINGS IN MASTER PLANNING

In 1966, the Burgess Report, contained in a two volume compendium of facts, figures, charts, maps, recommendations, was commissioned by the Town of Bennington. It focused on Bennington Town. In its day, it was a gold mine of facts, future optimism, and fanciful prose.

In 1970, the Bennington County Regional Planning Commission published THE REGIONAL PLAN. To many of us, it was our first real overview of 14 of the 17 Towns within Bennington County. Its scope tied together many of the town plans already existing and suggested ways towns could better meet their individual goals within a regional framework. In 1983, they came out with, THE REGIONAL PROFILE, giving us further insight to how much we all are dependent on one another for the quantity and quality of life we have, or want to pursue. With the passage in the late 1980's, of the Vermont Municipal and Regional Planning and Development Act, Title 24 VS. Chapter 117 amendments, (ACT 200) tools and direction were added to help the towns and municipalities update their individual Master Plans and zoning bylaws.

When Rural Bennington and the Village of Bennington elected to combine their respective governments, North Bennington decided to retain its own Village Charter.

The original Master Plan of 1973 relied heavily on the 1966 Burgess Report's description and recommendations for the North Bennington section of the early Bennington Town Plan.

We are by Vermont law, required to review, and if necessary, update, and formally readopt Master Plans every five years. The Master Plan of 1992 was the first major rewrite of earlier Plans. Some of the Goals suggested have been implemented, or at least attempted. The Goals outlined in this Plan reflect the direction given to the Planning Commission by North Bennington's citizens.

1.2 A SHORT HISTORY

Joseph Haviland's acquired the Patent on lands surrounding the creek running through North Bennington in 1739. He named it Haviland's Mills and settled the area in 1761. His son-in-law, Moses Sage, denounced him as a Tory in 1776, took over the settlement and renamed it Sage City. The Commissary for Colonel John Stark, fed American troops at the Battle of Bennington, with corn meal ground at the mills on the creek.

The Village prospered. What is now known as Paran Creek (a biblical name) supplied power to more than a dozen mills. Flax, cotton, furniture, carpenter's squares, shoes, soap, shirts, underwear, boilers and dressed marble were made in this Village in the nineteenth century, and well into the twentieth. Stereopticon items, and later, Kiddy Kars were manufactured by the C. L. White Company. Both items brought national recognition to the Village.

In 1852, a devastating flood washed out all the factories along the creek. In addition, a series of equally disastrous fires over the next half century destroyed the other major factories. Some were rebuilt, but the strong industrial base of the PP Village had already begun to erode and it gradually took on the more residential character it enjoys today. The houses on either side of Main Street were, for the most part, businesses below and residences above.

Hiland Hall, whose grandfather, (Thomas) developed a farm and in 1779, built the farmhouse off Park Street, was elected to the United States Congress in 1830. He was Governor of Vermont 1860-62. His son-in-law, Trenor Park returned to his wife's hometown in 1864. He built a "summer cottage" (Park-McCullough House:). Park also built the (1864) new school on School Street (1870), the Congregational Church (1873), the Bank, which he also founded in 1864, and the Railroad Depot (1880) which he determined to be "the most elegant station in Vermont." Park's son-in-law, John McCullough (Senior), inherited the "summer cottage." He made it his principal residence and became Governor in 1900. The house is presently on the National Register of Historic Places, owned and operated by a nonprofit association, and is open to the public for tours and historical research.

North Bennington is, perhaps, unique in both its political and architectural history. It should be the intent of the Village to retain its inherent vitality without becoming precious or "restored."

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1.3 THE VILLAGE TODAY

North Bennington Municipality comprises 2.1 square miles. Today it is a fairly compact and homogeneous complex, centered along Main Street (Routes 67 and 67A), and retains its largely 19th century residential character. Hinsdillville, at the south end of Water Street, is somewhat isolated from the Village Proper. The Historic District (National Register) includes the heart of the Village along Main, Prospect, Mechanic, Sage, Houghton, Bank, Church, School, and West Streets.

Many factories and mills have been destroyed by fire and flood. Of the survivors, Haviland's Privilege, has been rehabilitated and converted to seven condominiums. The Red Mill, on Pleasant Street, received in 1992, a partial "face lift" and the middle section was torn down and rebuilt following the original design to preserve the outside appearance. The National Hanger complex on Water Street, while in present use, and with planned expansion carried out in 2000, agreed to the planting of trees and landscaping along its Water Street frontage. The original building(s) complex awaits restoration and maintenance to further improve the quality of the visual approach to the Village from the south.

In late 2000, on the opposite side of Water Street from National Hanger, Prestolite,(Krone) the parent company of Northern Lights Cable Co. Inc. initiated a Proposal to expand by building a 54,000 sq. ft addition to house sales, also to increase warehousing and manufacturing spaces. The project further included sidewalks and landscaping on this side of Water Street. The Project if it comes to full fruition, will further enhance the village's efforts to upgrade the scene along Waters. The completion of this project fills all the currently zoned Industrial sites within the village.

In spite of difficulties of adapting modern industry to old industrial buildings, they continue to provide critical industrial employment for area residents. Efforts to establish an historic industrial waterway park and tramway as discussed in Sections 3.6 and 4.5 can significantly improve village quality and minimize loss of these historic resources. The surrounding farms have all disappeared, and old farm and tenant houses are converted to homes. These are being slowly surrounded by suburban sprawl, American Dream Style, i.e., houses of various patterns, materials, size, and price, strung along former dirt roads on lots ranging from one to ten acres, most frequently 1-3 acres. This is the postwar pattern of development all over the U.S., changing our landscape and destroying local ambiance. Where allowed to continue, it puts increasing strain on civic resources, ruins the countryside, and endangers the sense of community that was characteristic of New England villages. To alter this postwar pattern of development demands commitment from both private and public sectors. This plan also pays special attention to natural resources and policies for their protection.

The Village is in an unique position, situated entirely in the Town of Bennington, bounded on the north by the Town of Shaftsbury. The Village boundary line goes through the middle of the Bennington College (eastern side) and the middle of the Scott and former McCullough properties (western side). The Shaftsbury line is just north of the Depot below Hawks Avenue, and cuts across Bank Street extension. In the opposite direction, it bisects a portion of Paran Lake to meet the Bennington Town line. The residents of Harrington Road (Bennington), Harvest Hills (Shaftsbury), Cold Springs Road (Shaftsbury), White Creek Road (Shaftsbury), Corey Drive (Shaftsbury), Paran Acres (Shaftsbury), etc. have direct ties to North Bennington; they use the Post Office, and their children attend North Bennington school. The municipal/town line (North Bennington-Shaftsbury Town) does, at times, seem unrealistic, but legal hurdles discourage efforts to make changes. However it continues to be demonstrated that practical and mutually beneficial cooperation does exist in solving problems as they occur. The sharing of road crews and equipment on occasion and the shoreline protection efforts for Lake Paran are good examples. Also, of how we deal with preserving open spaces reflects mutual concerns in how each municipality zones abutting lands.

The Planning Commission sought and received many comments for the plan. One in particular seemed to summarize the special quality of the Village today. As one longtime resident wrote¹ "The strength of North Bennington over the years is that it has always had a mix of residential and small business – in a rather helter skelter way. It has made for a strong feeling of community. For instance, when I was a kid, there was a number of key places: the Railroad Station; Morrissey's short order soda fountain/candy/poolroom (presently Kevin's at Mike's Place Restaurant); Shepherd's Store to Powers and Robinson; Ed Nash's blacksmith shop; White's Hotel; Percey's Newsroom and cab service; (New Timothy Smith

¹ Mrs. William "Babs" Scott (deceased)

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and Associates, Architects), second floor of the First National Bank of North Bennington, (Now The Merchant's Bank), for movies and amateur theatrical, etc." The letter goes on: "Obviously trying to duplicate the past would not work, but when I look at the way the patterns interwove the people of our small community. It suggests that there might be some good contemporary applications. North Bennington's focus should be on the small, of all kinds!" Today, several factors give North Bennington an unusually genuine and cohesive environment as a "working" village:

- (1) its surviving nineteenth century architectural theme that exerts a strong sense of its original character,
- (2) the relative absence of recent intrusions to the historical character,
- (3) the sympathetic adaptation of several pivotal buildings to compatible contemporary uses,
- (4) the compact mix,
- (5) the "waterways" and old mills,
- (6) large and small open spaces for active and passive recreation,
- (7) the high utilization of buildings which contribute to the economic and social vibrancy of the Village, and
- (8) the contrast of the countryside relatively undeveloped and still having key open lands such as the Park-McCullough House and environs and the campus at Bennington College.

2.0 GOALS

Desired development should be guided by The Village Master Plan as approved by the residents, by Planning Commission Site Plan Reviews and the continued evaluation of Zoning By-laws of the Village. It is important that Village residents know, or have available for reference, Village laws, Ordinances, Master Plan, and Zoning Bylaws. Current copies will be available at the Village Depot Office, and the Park-McCullough Library.

The purpose of this section is to provide an overview and sense of direction of community interest and concern. The Goals enumerated are the result of expressed public opinion, select surveys, and a support committee of interested citizens and as modified through public hearings. They will also serve as benchmarks to evaluate progress and provide foundation to other recommendations and policies of this plan.

GOALS AS PROJECTED

1. The Village should concentrate on improvements to existing facilities; sidewalks, roads, storm sewers, and the water system, rather than expansion.
2. Continue cooperation with the Town of Bennington regarding upgrades or expansion of the sanitary sewer system. While there is a need for affordable housing (not subsidized), apartment complexes, they should not be approved unless there is a municipal water and waste water hookups available.
3. Continue the policy of providing public, and encouraging privately reserved open spaces. This includes a range from mini park in the higher density areas, to larger conservation and open space areas in the rural sections of the Village.
4. Restore and maintain sidewalks in the Village that have been lost to expanded street paving, parking, and traffic. Increase the amount of pedestrian sidewalks in the built-up portion of the Village. Consistency in the style of sidewalk construction (Cement, standardized width, thickness and curbing height.) should be maintained. The remaining marble slab walks which overall are in poor condition, it may be possible to combine good slabs or large broken pieces set in a level cement base and used to enhance the more visible historic area of the village. Also with the consent, and monetary help of businesses along Main Street, portions of marble or brickwork could be inlaid in cement an effort to "spruce" up the appearances. However, any sidewalk design has to be considered as to ease of maintenance and snow plowing.

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5. Install curbs where feasible and four feet green spaces between the curb and sidewalk. This is a noteworthy goal and could only be readily implemented where completely new construction is initiated. This area would be suitable for tree planting and storage of snow during the plowing season.
6. Assure that suitable tree plantings are part of all projects and use the "Tree Master Plan" as written under the auspices of the North Bennington Tree Committee.
7. Take advantage of the semipublic ownership character (industrial, educational, highway) of the banks of Paran Creek and the Walloomsac River; by providing bank improvements, landscaping, a Green ways trail system, and including easy public access.
8. Acquire land along the Walloomsac River as the opportunity arises for public access to the River, for a riverside park, and for use as part of a trail system. The diligent pursuit of this goal should be paramount. With increasing population pressures, riverside park space becomes a valuable asset to a community. The land is in a flood plain designated area, The main waste water line lies underneath a portion of it. It is also the only foreseeable development for a true riverside park in Bennington County. The villages zoning bylaws should target and protect this land until it can be utilized.
9. Provide feasible performance standards to preclude future, and to alleviate existing environmental pollution.
10. Maximize citizen participation in the planning and zoning process by direct notification to affected parties, interested or concerned residents, and adjoining property owners to a project which may affect them.
11. If adequate water supply is available, permit water taps for individual properties, for subdivisions or larger property development, include in site reviews a requirement for efficient water conservation measures.
12. Consider how to either maintain, or permit the alteration of the existing settlement patterns of residences, small businesses, and public facilities in the Village, and still achieve the mix that contributes to a strong feeling of community, individual character, and scale.
13. The future focus of the Village should be on businesses of all types and specialties, at a small scale, which is compatible with the village environment and life style.
14. A priority focus is to retain open lands with proper Planning Districting. One way is to limit house footprints in the different districts. Protecting prime and potentially useful agricultural land, while at the same time there are zones such as VR-20, VR-40 and VR-120 that need a better way to be realistically dealt with. To achieve open space protection, there are ample areas of the village that can be labeled VRA/C -- VILLAGE RURAL AGRICULTURAL/CONSERVATION. This Plan, and our Zoning Bylaws, and in other Village regulations and policies, attempt to reconsider densities, identify resource potential and, land suitability for specific development, and allow clustering to maximize open space protection. Other measures include working with owners of larger parcels to prepare alternative site plans, and the use of land trust techniques.
15. Consider establishing additional overlay zones for (resource protection, scenery, fragile areas, land suitability, and other unique natural areas, and the policies for their protection.
16. Adopt subdivision regulations requiring good site planning and engineering standards. (We now utilize Town of Bennington guidelines. However we don't possess the necessary manpower and professionalism of a larger government entity We temper our ways by having a different philosophical approach.) At a minimum, we identify major development projects requiring special review procedures. (Act 250, soil and water testing, etc.).
17. Reassess the status of the Lake Paran shoreland protection zone to ensure protection of the shoreline and recreation/scenic values of the lake. Coordinate with the bylaws and regulations of adjacent municipalities. (Actually very little of Lake Paran shoreline is within North Bennington.)

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18. Protect and maintain current recreational resources and expand opportunities for access and views along green ways/waterways.
19. Provide special designation of resources and areas that have special values such as: Historic cultural, scenic roads and areas, open land, natural areas, wildlife habitat, stream banks and shorelines, water supply - water sheds, sensitive areas, etc.
20. Maintain the historical and architectural heritage of the Village and encourage preservation of structures and places. Adaptive reuse should be sensitive to historic and architectural quality. However, structural soundness, potential cost/benefits of preservation of historical buildings and sites should be considered in deliberations. The Planning Commission should be entrusted with the additional duties of acting as its own Design Review Board as to appropriateness of design to the specific area under review.
21. Future land use and development must take into account the affect on natural and historic resources that may be identified.
22. Encourage full utilization of industrial space and avoid undue impacts such as noise, emissions, odor, light and glare, traffic and parking, waste disposal, etc. Consideration should be given to protection and enhancement of historic waterways and associated natural resources if in nearby proximity. The Master Plan proposes to rezone that area south of the Industrial zoned area now occupied by Krone as VLC/P VILLAGE LIGHT COMMERCIAL / PROFESSIONAL. this would allow owners of the current residential character more options. Residential character can be retained but allowing for other development with specific restrictions This can be written into the zoning bylaws covering this proposed redistricting area.
23. Allow provision for affordable housing (PUDs) commensurate with the Village needs and consistent with the scale of building structures in the village. Alluding to affordable housing, we need rental housing geared to middle income families. The village already has two senior / subsidized housing complexes. PUD site plans could include a mix of rental housing and small business space such as stores with living spaces built above. This approach could attract the younger folks so necessary to take on the responsibilities of ensuring village perpetuity.
24. Public/Quasi Public investments should coincide with the existing settlement pattern and avoid scattered growth and uneconomical provision of services. Along with decision on extensions of municipal infrastructure, a clearer definition of what our "existing settlement pattern" is or should be, is necessary.
25. Special attention should be given to the retention of the distinctive edge separating the built up portions of the Village from the rural countryside. (Reread 24.)
26. Continue inter municipal coordination and cooperation of mutual planning interests with the Towns of both Bennington and Shaftsbury. In Bennington town, the "Northside Flats" area in reality now extends as far West as Hannaford Plaza. Already there is one car dealership located there. With the prospect of a hotel / motel complex (Hampton Inn?) being built within the Plaza area as well as future development plans at the former Price Chopper and Johnson Controls sites. In Shaftsbury town, there is private Paran lake side property to consider. The future will affect us in ways we can not yet fathom.
27. Provide, and upgrade, facilities and services within the financial capability of the Village tax base to sustain. Avoid a rate of growth or location of growth which burdens the ability to provide facilities and services. The proposed GIS village wide build out mapping proposal is one tool in identifying and addressing these concerns.
28. Encourage the use of energy conservation resources in new construction and renovations. and, when appropriate, encourage the siting and placement of structures for solar access. The State of Vermont and Central Vermont Public Service have set up a joint public entity that offers small grants and information. Encourage recycling, (Its' the law in Vermont) and the reduction of the solid waste stream. Trash disposal is expensive for all concerned. The more that can be recycled the better off our community and our personal space will be

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29. Educational prerogatives are properly left in the hands of the local Prudential School Committee. In the development of PUDs or other types of clustered projects, a Project impact statement should be required and given to the School administration to determine if any negative impact relating to pupil capacity or offered curriculums. It is important that the Prudential Committee's response be part of the a site approval proceedings.

RECOMMENDATIONS:

1. That the Trustees be encouraged at each annual meeting to submit for voter approval, their Capital Improvement Plans for the current year in line with the five year goals as approved in the current Master Plan of the Village. This is not meant to suggest that every goal or all portions of a specific goal under consideration has to be completed in any one year, but rather to establish a pattern of continued improvement of the infrastructure to benefit all sectors of our Community.

3.0 POPULATION, HOUSING, AND EMPLOYMENT

3.10 POPULATION

Population Trends

Between 1970 and 1980 the population in the Village of North Bennington increased to an astounding 1695 a 71.2% increase of 701 residents. The 1990 Census showed a decline to 1,520 residents, a decrease of 165 persons or (9.8%). The 2000 census indicated declines further to 1428, a (6%) drop from 1990. These fluctuations may be tied to Bennington College enrollments when the Census is taken. The College enrollment in 1980 was 594, and in 1990 it was 581. Recent enrollment figures for 1998-99 show a total enrollment of 401 students, which is an increase from the 347 students enrolled during the previous school year. A recent college comment stated the 2001 enrollments would increase an additional 201. Three new dorms were added to the college campus during the 2000 and 2001 years. Since 1950, college students have been counted as residents in the area in which they were living while attending college. If the College is in session, and with most of the College's housing being within North Bennington, population figures will continue to fluctuate in North Bennington. Depending on the source, figures differ. An example, Adelphia Cable in August of 2001 listed 1057 dwelling units and 679 customers. Interesting figures when compared with the official Federal Census figures of 2000 attributed to the village. Since acknowledgment of 45 assisted living housing units do not appear in the 2000 federal census, this fuels further confusion in the accuracy of the people count. Locally, we can get a much more accurate actual count but the powers further up the chain rarely acknowledge the ongoing discrepancies. Person counting is important as our receipt of state aid and other occasional benefits is directly tied to the numbers.

The Village of North Bennington is bordered by Shaftsbury to the north which has experienced considerable residential growth of its own. Except when looking at a map, it is hard to distinguish between some of the Village and Town of Shaftsbury properties. It is estimated that there are 450 residents in Shaftsbury that immediately adjoin North Bennington Village. When looking at the capacity of the North Bennington Graded School (K-6), consideration must be given to population growth in the adjacent town areas as well as in the Village. The North Bennington Graded School 1998-99 enrollment was 166 and Shaftsbury residents contributed 41% to this amount. The previous school year enrollment was 184. The latest, 2001 the figure was 171, and Shaftsbury students comprised 42% of this latest total. The Shaftsbury percentage has seen little movement in the past five years.

A count of properties taken from the local emergency e-911 data base indicated 659 total residential living units in the Village of North Bennington. Using the average persons per unit figure from the 1990 Census of 2.48 persons per household an estimated total of 1,634 residents could be presently living in the Village. When compared with the 2000 Census of 1428,, this would indicate a probable undercount. The census figures of 1990 were challenged but the census bureau declined to pursue the matter and the census of 2000 does not appear to be any more reliable.

Within the 2.1 square miles of the Village of North Bennington the population density in 1990 was 723.8 people per square mile. In 2000 the density rate (according to the 2002 census) fell to 680 people per square mile.

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TOTAL POPULATION 1960 - 2000					
NORTH BENNINGTON, BENNINGTON TOWN, STATE OF VERMONT					
Municipality	1960	1970	1980	1990	2000
North Bennington	1,437	984	1,685	1,520	1,428
Bennington Town	13,002	14,586	15,815	16,451	16,487
(includes villages)					
State of Vermont	389,881	444,732	511,456	562,758	608,827

Sources: U.S.Census 1960, 1970, 1980, 1990, 2000

POPULATION GROWTH AND COMPARISONS 1980, 1990, 2000						
NORTH BENNINGTON AND SELECTED AREA MUNICIPALITIES						
Municipality	1980 Pop.	1980 % Of County	1990 Pop.	1990 % Of County	2000 Pop.	2000 % Of County
North Benn.	1685	5.1%	1520	4.2%	1428	3.8%
Benn. Town	15815	47.5%	16069	44.8%	15737	41.9%
Arlington	2184	6.6%	2299	6.4%	2357	6.3%
Dorset	1648	4.9%	1918	5.4%	2036	5.4%
Manchester	3261	9.8%	3622	10.1%	3832	10.2%
Pownal	3269	9.8%	3485	9.7%	3834	10.2%
Shaftsbury	3001	9.0%	3368	9.4%	3724	9.9%
All others	2450	7.4%	3550	9.9%	4600	12.2%
Benn. County	33308	100.0%	35845	100.0%	37561	100.0%

SOURCES: 1980, 1990 Census, 2000 Census - Population Projections

POPULATION PROJECTIONS:

As evidenced by the official U.S. Census population count history, the percent population change in North Bennington has varied considerably. North Bennington has maintained a steadier status in terms of its percentage of the Town of Bennington population even though the percentage is decreasing. Due to the wide fluctuations in population numbers, Village population projections for the future cannot be reasonably ascertained. Planning for future growth in a small place like North Bennington, is difficult since small absolute increases or decreases in population may have greater implications on our small area. The availability of land for future growth is also a factor, as is the conversion of older homes to house more residents. The land use section of the plan will take into account any changes in land use regulations for consistency with the projected growth rate.

The Vermont Health Care Authority, in 1993, developed population projections through the year 2015, however, these figures are noted for the Town of Bennington in its entirety, i.e. including the Villages of Old Bennington and North Bennington. In 1990, North Bennington contained 9.2% of the Town of Bennington's total population. If the 1990 Census rate of 9.2% for North Bennington is applied to the year 2000 population projection of 16,498 for the Town of Bennington, then 1,518 persons is the total estimated number of people that could be expected to reside in the Village. Note that even this figure differs from the 2000 Federal Census. When up-to-date Orthophotogramic aerial photos are made available, a more accurate count of dwellings could be obtained.

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AGE COMPOSITIONS

The median age of Village residents in 1990 was 23.6 years. The residency figure of 1,520 people breaks down to 658 males, and 862 females. According to the 1990 Census, 17% of the population is under age 18 and 83% are from 18 to over 85 years of age. No similar data available from 2000 when writing this Plan version. However, a local eyeball census appears to indicate a resurgence of the family age bracket of 25 - 45 years in constructing the bulk of new homes.

3.20 HOUSING

Housing Types and Household Characteristics

Housing increased by approximately 73 units between 1980-87 (16.2%) of which 34 were single family units and 39 were dwelling units in structures with more than one dwelling unit. Homestead Mews, an elderly housing project of 21 units in 4 buildings, was built in the 1980's. An additional 16 senior housing units, Homestead Greene, was completed recently in the same complex.

As shown in the table below, the number of housing units in North Bennington decreased. It should be noted that the 1987 data is based on estimated information for building permits and completed construction as submitted to the U.S. Dept. of Commerce by each municipality. Therefore, the best information comes directly from North Bennington's zoning/building reports.

According to the 1990 Census North Bennington had 437 housing units of which 416 were occupied. Within these occupied living quarters, 260 contained families, and 156 were occupied by non family households, i.e. either persons living together who are not related by blood or by marriage, or persons living alone. Of the total number of persons living in these residences, 489 were persons living in group quarters, such as in a nursing home or college dormitory facility.

HOUSING COMPOSITION			
1987, 1990, 2000			
	Total	Total	Total
	Units	Units	Units
	1987	1990	2000
Housing Type			
Single dwelling Unit	297	264	N/A*
2-4 Dwelling Units	159	123	N/A*
5 or more DU	51	24	N/A*
Mobile Home, Other	18	26	N/A*
Sub Total:	525	437	454
Independent Living		6	6
Homestead Mews		22	22
Homestaed Greene			17
Grand Total	N/A	465	499

Sources: 1987, 1990 and 2000 U.S. Census, Summary Population and Housing Characteristics and, Vermont Department of Housing directory of affordable Housing in Bennington County.*

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Housing Projections.

Determining an annual housing growth rate is difficult since the 1990 Census indicates actual housing to be less than in 1980 and 1987. Also, the North Bennington population decreased as a percentage of the Town's population by 1.2% from 1980 to 1990, and by another 1.6% from 1990 to 1998 (using 1998 Census estimates). Small numbers can lead to wide swings in projections. Bennington College students have previously been included in people counts. As of 1990 the College enrollment had decreased. So, the population numbers would then have corresponding changes depending on student enrollment in the year of the Census count. For housing projections done by the State Dept. of Health, the U. S. Census population data is used as a basis. These projections have shown a steady decline in housing needs, and are not considered accurate. In 1998, the Vermont Dept. of Health did not include North Bennington housing projections separate from those of the Town. A growth rate projection would probably be a small positive number as building in the community is apparent judging from the zoning permits issued.

Rental Housing

Rental units in 1990 represented approximately 35% of all housing units: there were 151 rental units of 437 total. Median contract in 1990 was \$368 for a rental unit. The comparable figure for 2000 could not be ascertained. This information is not readily available in the Federal year 2000 Census. 499 housing units are listed in the Census but they only indicate 454 privately owned units as available. Add the 22 units of Homestead Mews, and 17 units from Homestead Greene, both located on Route 67 West. Additionally, there are six apartments in the White House complex on Bank Street in center North Bennington. Add these figures 22, 17 and 6 to the given 454 Census equals the 499 available units figure.

The difference in the 1987 and 1990 figures is due to a discrepancy in counting units in the elderly and independent living housing projects. The 2000 figure (499), now includes Homestead Mews, Homestead Greene; and the Independent Living Complex.

4.0 LAND SUITABILITY AND NATURAL RESOURCES

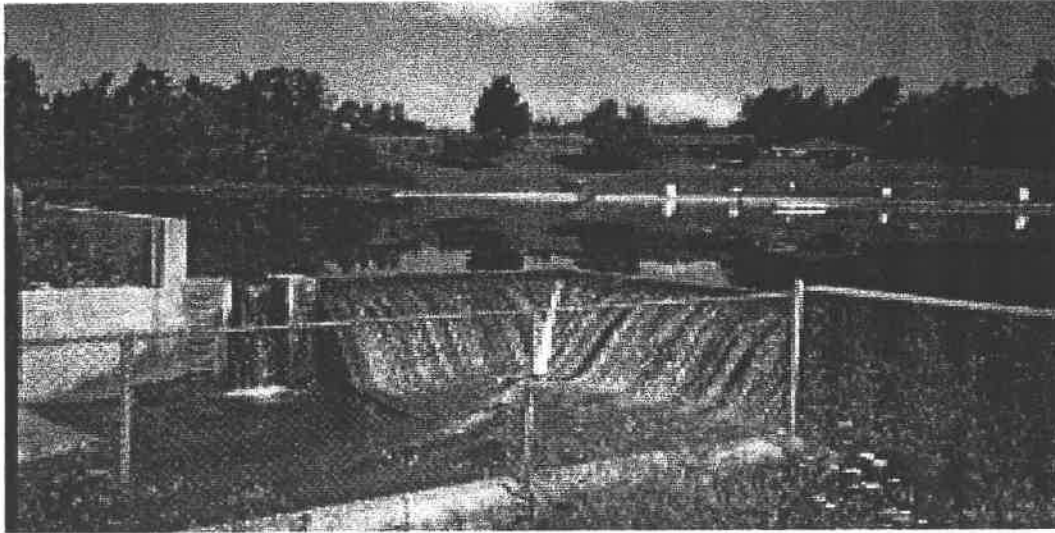
4.1 SURFICIAL HYDROLOGY

Principal water bodies include Lake Paran, Paran Creek with its four mill ponds, a short stretch of the Walloomsac River, and wetlands identified in the National Wetlands Inventory. There are also several seasonal runoff streams and marsh areas not deemed important enough to list but nevertheless important to the resident wildlife.

A. Lake Paran: (Also see Sections 4.6, and 8.3)

Lake Paran is bordered by the Village of North Bennington, and the Towns of Bennington and Shaftsbury. Lake Paran was originally a natural lake. Its shape, surface and depth were defined by natural land contours, and silting. The present lake was created with the building of the railroad dam in 1850. It now has a surface area of 36 acres, and the elevation at Mean Surface Level (MSL) is 647 feet. Lake Paran is a regulated water body in that the State Water Resources Board prohibited boats powered by motors effective July 14, 1980. The present use is for swimming, fishing, non motorized boating and ice skating. It is estimated that two-thirds of the lake is infested with Eurasian Milfoil, a nonnative aquatic plant. Needless to say, Eurasian Milfoil threatens the value and use of Lake Paran. Aquatic nuisance control for this species is a high priority. Shoreland protection, not only from a aesthetic viewpoint but also to avoid non point sources of pollution and erosion to maintain water quality, is equally important. The Shoreland protection zone adopted by North Bennington Village and the Towns of Bennington and Shaftsbury is a positive step to protect water quality. However, additional build-out of the shoreline from an aesthetic viewpoint can threaten the natural setting of the lake. Maintenance of water quality at the head waters of Paran Creek above the lake is also important to the overall water protection strategy.

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View of Lake Paran and the Paran Recreations facilities as seen from the south side of the lake. Special review and protection measures apply within a Shoreline Protection Zone of 500 feet around the lake.

B. Paran Creek - Walloomsac River: (Also see section 4.6)

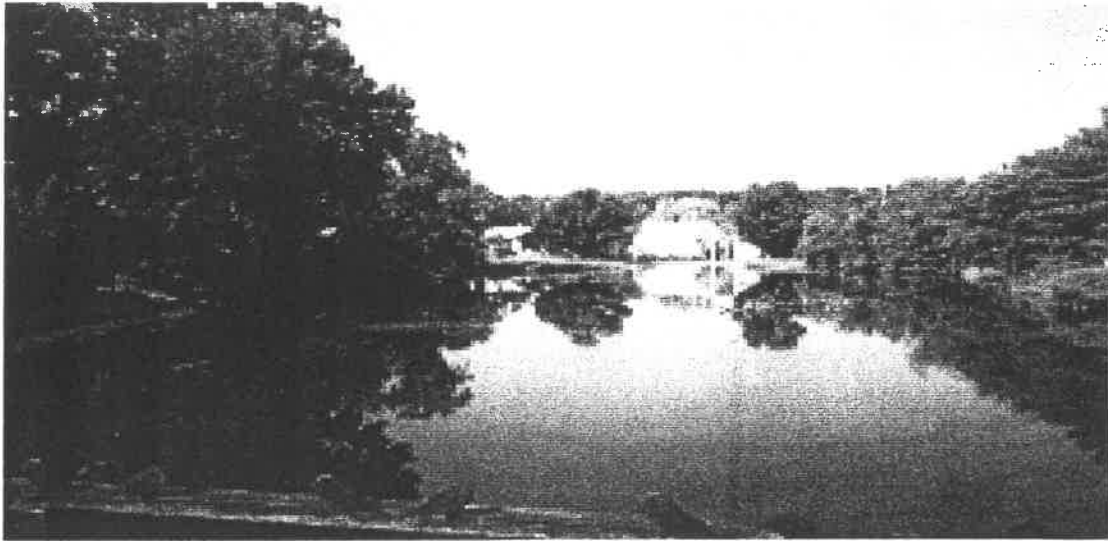
Paran Creek is the primary tributary to Lake Paran. The creek rises in the northeastern part of Shaftsbury, east of Trumbull Mountain. There is also a large tributary from West Mountain in Shaftsbury. In North Bennington the creek flows southward from the lake through four mill ponds: Upper Mill Pond, Grist Mill Pond, Cushman Pond, and Polygraphic Pond. A study of Vermont Rivers (Vermont Agency of Natural Resources, and the National Park Service) recognizes special values for both wildlife habitat and historical - archaeological sites. The historic value is especially evident with the series of mill ponds and dams. Restoration of the Stark Paper Mill (former Grist Mill) into condominium apartments, and conversion of the Walbridge Red Mill on the opposite bank, (it is a hand rug hooking establishment today) portrays the historic, scenic, and educational values of the creek environment. Retention and improvement of the quality of the built and man-made environment along the creek is a formidable task well worth pursuing. In recognition of these special qualities, Section 4.11 further incorporates Historic Waterways and suggests imposing an overlay district on the Land Use Plan Map to encourage restoration, improvement and preservation

North Bennington has approximately 3,500 feet of frontage along the northern edge of the Walloomsac River. Like Lake Paran, the Walloomsac River has special natural, historic, and archaeological values. A portion of the area along the river is also designated as a flood plain. (see Section 4.6). Although the frontage is relatively small, it represents a link in a continuum for a green way along the Walloomsac in the Town and Village.

C. Wetlands (*Wet Soils*) (Also see Section 4.6)

Wetlands are generally characterized by hydrophilic vegetation and hydric soils. The source of information for wetlands in North Bennington includes the U.S. Department of Interior, Fish and Wildlife Service National Wetlands Inventory, and U.S. Department of Agriculture, Natural Resource Service Soils Maps. The maps serve as a guide for wetland locations, but site evaluation is necessary to more accurately identify the perimeter of influence. Wetlands border Lake Paran, Paran Creek and its mill ponds, and the Walloomsac River. Wetlands are found in other low lying areas on lands of Bennington College, near College Road; both the north and south sides of Overlea Road following Vermont Railroad's track bed, and east of Mattison Road. Recent state law and this plan advocate the protection of wetlands. A more detailed assessment will be necessary to determine the values in each case, should modifications, such as filling in, draining, etc. be undertaken.

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View from North Street bridge Paran. Creek flows south out of Lake Paran towards the Village. The natural environment should be maintained, with man- made improvements such as a green pathway for recreational and leisure time enjoyment by North Bennington residents and visitors.

POLICIES:

1. Appropriate setbacks will be maintained for buildings, uses, and activities that would have a negative impact on Lake Paran, Paran Creek, the Walloomsac River, or wetlands in the Village.
2. Erosion control measures will be required in any new development that has a potential of impacting these areas.
3. Adherence to the State and federal wetlands regulations is required.
4. A 50 foot minimum buffer area shall be required adjacent to mapped wetlands, or such greater buffer as may be required by State or federal regulations, or as a result of evidence introduced during the review process of a development proposal.
5. In addition to any flood hazard measures, no building, structure, excavation, filling, or grading shall be within a distance of 50 feet from the normal bank of any stream or water course shown on the Natural Resources Map. No buildings, structures, excavations, filling or grading shall be done on flood plain lands having public water or municipal waste treatment right-of-ways.
6. Special review and protection measures apply within a Shoreline Protection Zone of 500 feet around Lake Paran.

RECOMMENDATIONS:

1. Identify and map seasonal runoff streams from digitized orthographic photos or other sources.
2. Identify and show ponds on the Natural Resources Map.
3. Work with property owners along Paran Creek to retain the natural environment, and to improve the natural and man-made environment along the Creek. An item of special concern includes the disposal of refuse in this area.
4. To urge a regular program to control Eurasian Milfoil, a nonnative aquatic plant, in the waters of Lake Paran.

4.2 TOPOGRAPHY -- SLOPES, AND RIDGE LINES

Slopes with grades of 20% or more were mapped for the entire Village at 1"=400' with five foot contour intervals. Slopes in this range are considered to pose severe limitations for construction. The largest area identified is at the southern end and west of Park Street. Other steep areas identified which are smaller in size to a much lesser degree, but equally important, include: the western border of Bennington College near Paran Creek, and a section sandwiched between Park and Water Streets running north and south.

Ridges and ridge lines are not visibly apparent from within the Village. However, from certain distant viewing points the natural hillsides and tops are quite visible. The highest elevation in North Bennington near the lower part of Park Street is 824 feet (presently The Fund For North Bennington and Paul Scott properties). The undulating open and wooded terrain in the rural areas of North Bennington creates a more subtle type of ridge and land profile. In both cases the siting of new construction, utilities, etc. needs to be sensitive to visual change, especially from important vantage points near North Bennington, such as Austin Hill and Murphy Road. in the Town of Bennington.

POLICIES:

1. Development on slopes with grades of 20% or more should be prohibited, except as variance procedures allow.
2. Development on slopes 15% -20% should be carefully planned.
3. Erosion control measures will be required in any new development that has the potential to impact steeply sloped lands.

RECOMMENDATIONS:

1. A new slope map should be made at a scale of 1 inch = 300 feet, consistent with the remainder of the Village's GIS maps. The slope map should be included as part of this Plan.

4.3 SOILS AND EARTH RESOURCES

A four color soils map is included in the Appendices section of this Plan. Agricultural Soils: Derived from the soil survey of Bennington County, USDA-NCCS. 1996. Map is of a approximate scale of 1"=1500'. Also listed as available as needed are the following, these are independent GIS or Adobe PhotoShop map layers. The minimal need for this information does not justify the expense of reproducing here and now. Such information when needed can be obtained from the BCRC, Arlington, VT .

SOIL SURVEY LEGEND - provides mapping unit symbols, names and soils characteristics.

SOIL TYPES BASE MAPS: shows specific overlays)

PRIMARY AGRICULTURAL SOILS MAP - illustrates large areas along West Street, River Road (Harrington Road), College Road, Mechanic Street, and Mattison Road.

BUILDING CONSTRAINTS MAP - includes slight, moderate, and severe categories. For construction the severe rating translates into special engineering, design, construction, and maintenance cost costs, and potential adverse environmental impacts.

SAND AND GRAVEL MAP - illustrates the potential for sand and gravel sites. Much of the area shown for sand and gravel is already developed.

WET SOILS MAP - includes poorly and very poorly drained soils, flooded soils, and water bodies.

Soils information provides guidance for overall growth and density and, subject to site verification, individual site development potential.

POLICIES:

1. Soils information outlined within this Plan is to be used as a guide only. Onsite testing is to be relied on when assessing development proposals .Requests can beasked for water table heights and soil perkaltion test as part of sub division reviews

RECOMMENDATIONS:

1. Land with primary and secondary agricultural soils, which are not currently protected should be identified for future protection efforts, whether public or private.
2. Primary agricultural soils and secondary agricultural soils (statewide significance) are available in digitized format so that a 1 inch = 300 feet GIS map can be produced as another overlay Town Plan map.
3. If practical the soils and Earth Resource data will be incorporated as colored overlays on a parcel base map to preserve printed space and create a more useful and understandable whole picture.

4.4 SCENIC ROADS, VIEWS, AND WALKWAYS/BIKEWAYS

On March 13, 1990, the Village Trustees approved the designation scenic roads to the entire length of Park Street. Park Street runs in a north/south direction from West Street to River Road.

Park Street is the only dirt surfaced road left within the confines of North Bennington. The Trustees also approved maintenance, and improvements such as ditching, regrading and installation of new culverts. Such improvements when done, must bear in mind, the scenic and historical character of that stretch of road as a thoughtful reminder to our past. Traveling north from the southern end of Park Street, the western side of the road, is bordered by upward sloping lands leading toward the former Paul Scott residence. Beyond the Scott's driveway on Park Street, the land begins to quickly increase to a steep wooded slope. Early in 1999, about 34 acres of this hilly terrain, which stretches northerly along Park Street, and goes around and behind the Hollis Hill property, was obtained by The Fund For North Bennington from the William/Paul Scott family. In the Fall of 2000, another 10 acres was acquired. In the later part of December, 2000 an additional 16 acres of lands formerly owned by The Nature Conservancy and The Vermont Land Trust was added. If early January efforts to acquire an additional .11 of an acre are successful, this will consolidate the Fund's conservation holdings into one contiguous block. These new additions also abut the David Kelso property. Residents of the village and the Fund have explored ways to create walking trails within the entire conserved area.

Park Street continues to the lands and remaining farm buildings of the Cold Spring Farm and, finally to the stone walled lawns of the Park-McCullough Historical Association's holdings. The eastern side of Park Street from its southern beginnings starts with wooded lands, with one home recently built into the wooded area, until the junction with Hillside Street. Thereafter more dwellings become apparent. Continuing to travel north, the downward slope of the land on the eastern side of the road becomes more pronounced. Established homes, some erected in the 1950's, several from earlier times, plus more recent construction, dot the eastern side of the road. Continuing northward, next comes land known as "The Night Pasture," formerly part of the large Hall Farm holdings. This has passed into new ownership. Deed restrictions limit construction on this land to only one dwelling at present and the balance kept to agricultural use. Finally, approaching the juncture with West Street, are the buildings of the former Prospect School. These buildings are now occupied by United Counseling Service of Bennington to run Head Start, early childhood and parenting programs. Since their exterior architectural character was maintained during necessary reconstruction, the charm and character of the original structures remain. Park Street also forms part of the loop used extensively by walkers, runners and bicyclists.

Park Street intersects West Street as West Street climbs out of the Paran Valley from Water Street. Running parallel to the Park-McCullough Historical House property, West Street is part of a continual link with Park Street, McCullough Road, and Harrington Road, for walking, jogging and, as a bike pathway around that tract of land formerly known as the Hall Park McCullough farm property. To traverse the entire distance around is a four mile jaunt.

Traveling west on West Street, it is bordered on its southerly side, by a stonewall area of the Park-McCullough Historical property, then Allen McCullough's home and lands, then flowing into open lands still within the Village and exiting into Bennington Town. The northerly side of the road starts with land now owned by jointly by residents of Hall Street, (In December 1996 this 4.74 acre plat was subdivided into five lots with restrictive deeds keeping certain land open and free from development.) paralleling the Park McCullough Historical House property on the northern side of the road. Earlier in 1995, Marjorie Manning added open land paralleling her driveway within the Village. This "road trail" continues to be enjoyed by all generations of North Bennington residents.

There are other areas within the Village that are worthy of consideration and protection: College Road, with its college swamp, and smaller wetland areas; and Paran Acres Road, with its wetlands bordering the Village boundary

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The stone wall beginning at the corner of Park and West Streets at the Park McCullough Historical House property continues along West Street inviting the pedestrian or bicyclist to explore beyond the next bend in the road. Park Street also forms part of the loop used extensively by walkers, runners and bicyclists.

stemming from Lake Paran along the railroad bed leading to Bennington Village. Both of these roads and associated wetlands are havens for much small wildlife and flora.

There are other pathways and linkages to natural and historical points of interest within the Village, such as the Vermont Arts Exchange, North Bennington Station, and recreation areas. These points and their connectors should be identified with appropriate signs, mapped and made available for residents and tourists alike. This is especially important to visitors arriving by train or car.

An Appendix map outlines Fund For North Bennington's wooded trails. Other trails as developed, should be mapped to connect the various existing and possible future trails. A trail along Paran Creek is one pathway. Traveling up Scary lane on the Western side of Paran Creek is the Jean "Short" Aldrich trail. The Jean Aldrich trail on lands owned by Bennington College. There is a connection to the Mile Around Woods via River Rd. to Park St. and Harrington Rd. In 2000 the BCRC at the behest of Bennington town conducted a survey of possible bike/ped trails between Bennington village and North Bennington. This Report was presented to interested parties in September, 2000. No consensus was reached then on a final selection.

Connecting the areas along the ponds would be ideal. The pond at the Fire House is important. There is a public park across the street from MacAdoo's commercial rug hooking establishment and one at the entrance to Haviland's Privilege. This is not well known as people are discouraged from using the area by nearby private land owners. An effort should be made to let the public be aware that it is indeed public land.

There are a number of pitfalls. One obstacle might be the connection between public and private land. A trail should not go along Pleasant St. due to neighbors concerns. At National Hanger there is a dam on the far side. This is a problem. At Lake Paran the public water line goes under the steep banks by the pavilion and under the lake, so any excavation is not possible here.

There have been two prior feasibility studies (See above.) done regarding pedestrian walkways and bikeways in North Bennington: along Water St. on either side of the road and the more scenic waterway path on college property. More

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sidewalks are needed from Scarey Lane and Royal St. so that people, as well as students, may walk safely to the North Bennington Graded School. A project such as this would have to be conducted in conjunction with the state as the highway east of the Paran creek is state highway. (Water Street-Route 67A)

Protection in these areas, where desirable, must include concerned property owners and in complimentary zoning bylaws. Presently, much of the land under consideration here is in VR 20, VR 40 and VR 120 designations. Perhaps it's worthwhile to consider additional or to redesignate zoning. Consideration of the larger tracts, to be zoned/rezoned as VR 50 or RC (Rural Conservation.) One rationale for considering VC 50 and RC zones is the limited future ability of the Village to extend and supply adequate municipal services for higher population density. (The Water board as of 2002, a policy not to extend water availability beyond the current village limits.)

It is appropriate to refer here also to Section 4.2 Topography - Slope, Ridge lines in discussions of aesthetic values. A three dimensional "Birds Eye" map showing the ridge lines, hills and Paran valley. A GIS styled topographical map would give the viewer a realistic look at our village.

POLICIES:

1. It is the policy of the Village to follow road maintenance procedures for streets with State scenic roads designation.
2. Protection in these areas, if deemed desirable, must include concerned property owners and complimentary zoning bylaws. Presently, much of the land under consideration here is in VR-20, and VR-40, and VR- 20 designations. Proposed in this Master Plan presentation is to add additional planning district. RA/C RURAL AGRICULTURAL AND CONSERVATION: The limited future ability of the Village to extend and supply adequate municipal services for higher population density must be considered.

RECOMMENDATIONS:

1. Devise a map showing points of interest and connecting pathways for use by tourists and residents.
2. Ensure that landowners and developers are aware of the Village's scenic resources of in the designing of new development.
3. Recognize that North Bennington's scenic resources, and historic settlement patterns, are significant cultural and economic resources.
4. Utilize recent technology, including GIS mapping and computer modeling, to assess scenic resources and appropriate protection measures.
5. Sidewalks should be considered on Route 67A from lower Royal Street traveling westward and over the Paran Creek as a continuation from the walk coming down Water Street. This should be a part of the Paran Creek bridge proposed intersection reconstruction.

4.5 OPEN SPACE

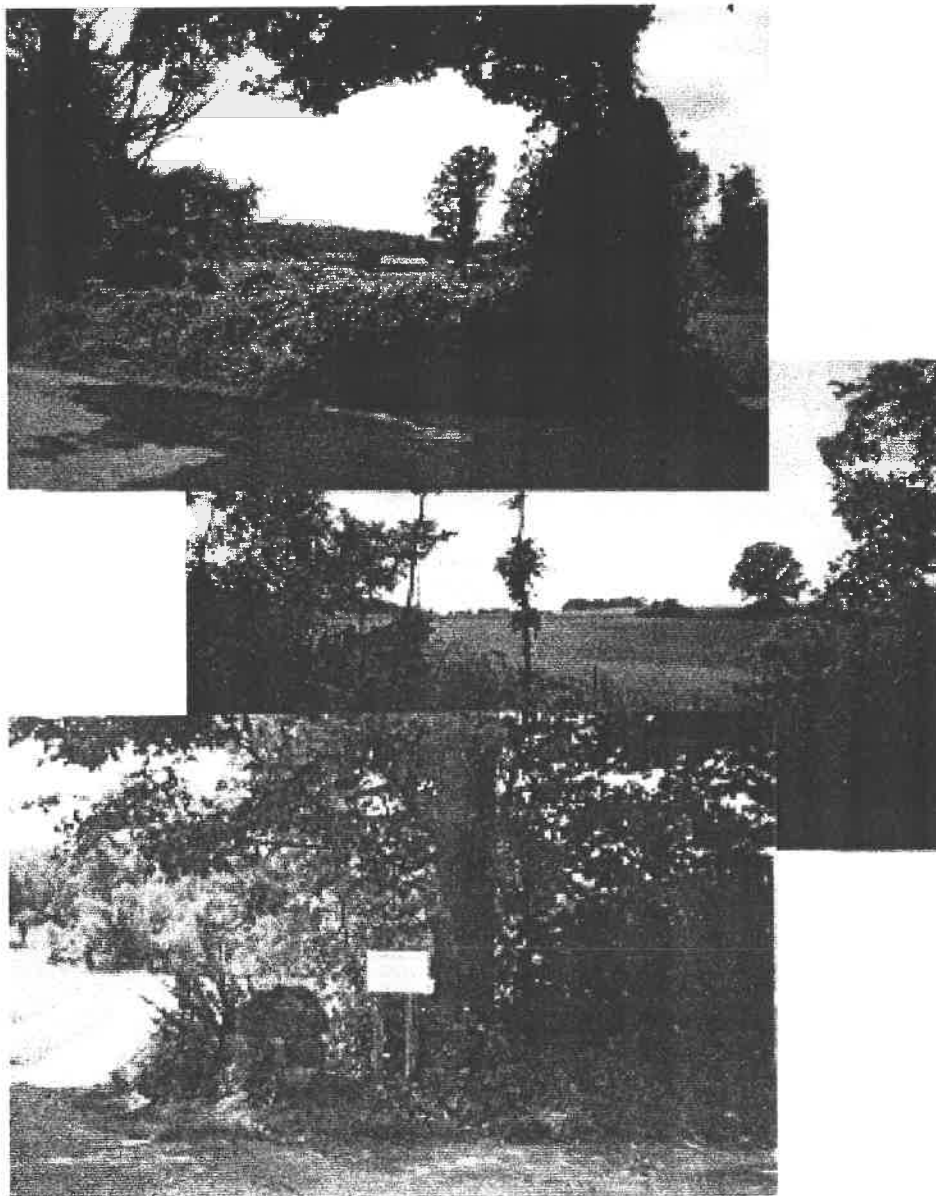
Public Open Land Availability

Although the Village has public open spaces, some are not clearly defined nor particularly inviting. The addition of trees, shrubs, and simple benches would encourage their use as well as enhance the Village as a whole.

Several organizations in particular have fostered efforts to keep land open, and to improve greatly the Village's public lands. Refer back to Section 4.4.

The Village Tree Committee has worked to restore the splendor of tree-lined streets throughout the Village. This committee ia also involved in the project of developing and the revitalization of the Village Depot area.

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The Vermont Land Trust and The Fund for North Bennington organizations have been instrumental in preserving open land for coexistent agricultural and pathway use.

RECOMMENDATIONS:

We would propose an ongoing planned improvement schedule, with yearly phases proposed for voter approval at the annual Village meeting under Capital Improvements Planning by the Board of Trustees. Public places needing attention are as follows:

1. Lincoln Square. It does not appear to be a "square" and the traffic pattern is confusing as well as dangerous. A study was undertaken in 1995-96. Part of that study included a proposed redesign of the traffic flow and patterns of the area. The proposal also covered the corners of West and Prospect Streets. The Trustees have the completed study but have not yet decided where, and to what extent, it can be added as a capital program project to determine if a redesign of the Square is feasible, and the probable impact on this area of the Village.

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2. Depot and Village Office. At the other end of the Village Center, at the Depot, a landscaping, and improved parking area to accommodate potential train traveler traffic is in final stages of design and engineering . Approval of the grant came in 2001. However, the public land to the east has for now, been ignored. The Depot should be visually connected to the playground on Houghton Street by the extension of lawn and trees along Depot Street. A committee from the NorShaft Lions Club is looking into refurbishing the children's playground.

3. Paran Creek at the Firehouse. The small triangular plot on the Creek's eastern shore has been landscaped and benches installed. Simultaneously, the lot to the west of the old firehouse on the South side of Prospect Street needs clearer border definition Plantings and a bench or two that would indicate public access to the Creek.

4. Paran Lake Although the space around the swimming access to Lake Paran is privately administered, it is a natural resource of great value to the Village. Well-designed plantings of trees and shrubs on the hillside above the lake and around the parking area should continue to be encouraged. Development and protection of Paran Lake has to be done on in conjunction with the Town of Shaftsbury. Their Town Plan adopted in March 1997 under Section 5.2 Natural Resources shows similar concerns.

5. Welling Field. Further park style landscaping could be considered for the access road, fishing/boat ramp area. Paran Creek from the dam base to Sage Street bridge would make a worthwhile first stage walking, and bicycle, pathway.

6. General Tree Planting. While there is no space between curb and sidewalk on most village streets, homeowners should be encouraged to join in a unified planting on the inside of the sidewalks. In 1991, the Trustees, in cooperation with the Town of Bennington, planted 17 trees within the Village. Funding is currently available through a number of public and private sources . There are organizations dedicated to reintroducing disease resistant American Chestnut and Elm, which could return some splendor to the Village scene. A "North Bennington Village Street Master Plan.", 1997 prepared for The Village of North Bennington Street Tree Commission is an excellent source and starting guide for the village.

7. Signs. "Historic North Bennington" signs should be posted at the Village limits to identify its boundaries and to aid travelers. A contest to design those signs would be appropriate.



Further park style landscaping would enhance the access road from Welling Field to the Lake Paran fishing and non motorized boat ramp area. These facilities and similar areas are located on the Public Facilities or another Plan map in the Appendix.

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Rural Open Space

In May, 1989 an inventory of open land, use and acreage, was obtained from the Listers office in the Town. Without consideration to development potential or plans for future use, open land was simply divided by zoning requirements for the areas to determine housing units. The results for some of the areas follow: College Road - 40 units; Harlan Road - 28 units; Mattison Road - 129 units; Mechanic Street - 100 units; Park Street - 250 units, (total 547 units). While these projections may never come to pass, it serves to illustrate the potential for change and would undoubtedly impact many of the goals the Master Plan advocates. Some of the larger parcels are located along Mattison Road, Park Street, River Road (to the Town line), and West Road / McCullough Road.

In order to protect many of the values advocated by the plan, several sections articulate policies. Additionally Section 4.0 identifies many special overlay districts which provide an additional set of values for a particular area. These are to be taken into account for future growth and can be encompassed as part of the zoning bylaws. The concept of "net" density is also provided so that land development is logically fitted to land suitability and resource values. Early in 1992 former McCullough farmlands bordering McCullough Road were further subdivided. Several parcels were acquired by a local resident. Also the "McCullough Woods" and much adjoining lands came under the protection of The Fund For North Bennington. The deeds of the other land owners within the original borders of the "Hall Farm", are heavily restricted, it is a indication that people, as private citizens, take very seriously the preservation of the Village's open lands.

RECOMMENDATIONS:

1. To more accurately determine the amounts of developable open land, and subsequent build out, a Geographic Information Systems (GIS) mapping and overlay study should be performed.

4.6 STREAM MANAGEMENT

While the Village of North Bennington does not have a extensive network of rivers and streams within its borders, attention should be given to several areas of potential concern. The Walloomsac River, for a short distance, is the southern boundary of the Village. The riverbank land currently owned by St. Gobains, was in the 1930s, 1940s and 1950s, used as a dumping ground by the Polygraphic Company of America for old wood skids, paper bailing wire, old inks cans and miscellaneous metal discards. A monitoring system would be appropriate to alert to any possible leaching of undesirable wastes. This riverside is also discussed and covered under Section 4.8 Flood Plains.

Paran Creek, from Paran Lake dam, flows through the Village, onward down Paran Valley on the eastern side of Route 67A to its egress into the Walloomsac River. Paran Creek contains four separate millponds. The upper one with its dam is located by the firehouse on Prospect Street. The middle upper one is situated on the Haviland's Privilege condominium complex. The middle lower one with its dam can be found at the head of National Hanger's stone mill building. The lower one with dam can be seen behind the present Bennington County Industrial Corporation (BCIC) building. In times past, there was some historical value in the Paran Valley as many mills operated there. Fire and flood removed most traces. The last foundations removed were where Chemical Fabrics now has its propane storage tanks next to the creek on the south side of Route 67A. Efforts are being made, and should continue, to complete a public use trail along the creek from the dam to the Walloomsac. According to Flood Hazard Area Boundary Maps dated February 21, 1975 and June 17, 1986, only that few hundred yards from the Route 67A crossover bridge south to its meeting with the Walloomsac is shown. (See Section 4.7.)

There are also several lesser known streams and streamlets. Some feed and meander through wetlands. Others act as natural storm runways and channel only during the spring and occasional heavy storms. Their location, and paths of flow, should be accurately located and documented. They are an important resource in preventing storm and water damage to property and buildings.

POLICIES:

1. Restrict development and filling in of wetlands, and along the main stream channels, to protect their recharge and water storage benefits as they relate to flooding, and to protect them as wildlife habitats.
2. Encourage appropriate setbacks from streams in areas where soil conditions might result in pollution, soil erosion, and sedimentation.
3. Encourage the natural state of streams except when there is a potential threat against life and property.

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4. All development should be required to adhere to the "Vermont Handbook for Soil Erosion and Sediment Control on Construction Sites," at a minimum.

RECOMMENDATIONS:

1. Generally encourage and improve the aesthetically pleasing aspect of the waterways.
2. Continue to pursue the idea of a continual Greenway trail from Paran Dam to the Walloomsac.
3. Locate, identify, and document streams on Geographical Information System map overlays (GIS).
4. Generally follow Vermont State Agency of Natural Resources Environmental Conservation guidelines. Often stream ways and wetlands are closely entwined.

5.0 LAND USE

5.1 DIRECTIONS FOR PLANNING AND POLICY

Section 2 of this Plan lists the overall goals for the Village of North Bennington. The Land Use section of the Plan demonstrates how those goals were derived, and provide a basis for continued planning and policy-making decisions for future planning periods.

5.2 SETTLEMENT PATTERNS

Topographically, the Village occupies generally undulating terrain bisected by the narrow valley of Paran Creek, a tributary of the Walloomsac River. The Creek falls a total of 110 feet over a series of dams (5) and cascades while flowing through the Village from its northeast to south boundaries. Southeast of the creek valley, the village climbs the north slope of 750 foot Bingham Hill.

The water power of Paran Creek provided the original impetus for the settlement of North Bennington, and a succession of mill-ponds along the course of the Creek marks the sites of former or existing mills and factories that constitute a linear industrial area. The largest pond, known as Lake Paran, lies northeast of the Village: its dam was constructed to serve also as the embankment for the railroad that connects North Bennington with Bennington Village five miles to the southeast.

The modest commercial center of North Bennington ascends the slope northward from the Creek along Main Street (the principal north-south axis) to the main railroad line (an east-west axis) that passes through the north section of the Village. More precisely, there are currently two small clusters of commercial buildings standing at the street line: an older (early nineteenth century) one surrounding Lincoln Square at the foot of Main Street and a slightly larger (and somewhat later) one occupying the vicinity of the Bank Street intersection (from the bank north along Main Street to the railroad tracks). The other stretches of Main Street are residential in character with detached houses set back from the street, although interrupted by the railroad and related buildings north of the commercial center. The principal residential areas of the Village radiate from the commercial center along intersecting streets. It is proposed to extend the VC VILLAGE COMMERCIAL on both sides of Main Street. This is; on the West side of the street from the bank up to and including the Post Office. On the East side of the street, extend the VC-VILLAGE COMMERCIAL from the end of the Veteran's Park to Depot Street. This be more in tune of broadening the potential there.

The other area proposed to be redefined is that area south of the Krone optical property as V-LC/P VILLAGE LIGHT COMMERCIAL / PROFESSIONAL to extend to the entrance of Lever Road. (It is not proposed to include the current VR-3 small lot district on Water Street.) Also proposed in this classification is the single site where the Vermont Arts Exchange is now situated on Sage Street.

The street plan of North Bennington evolved through a period of about a century, becoming roughly radial in pattern surrounding the Village core; most street intersections occur at oblique angles. Building setbacks along the streets vary with the terrain, building types, and period of development. Scattered small parks and the triangular Lincoln Square contribute landscaped open spaces, especially along Main and Prospect Streets. Where the later street crosses Paran Creek, mini-parks provide openings to the millponds both upstream and down stream of the Prospect Street arch bridge.

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Along most of the streets of North Bennington there formerly stood large deciduous shade trees, most commonly maples and elm. These trees have succumbed to encroaching vehicle traffic, highway salt, disease, and age. Sadly the demise of the formerly luxuriant street side canopy has removed some of the olden Village charisma.

Remnants of marble slab sidewalks constitute a distinctive element of the village's street environment. The marble slabs may have been the product of a marble sawing mill that operated on Water Street early in the nineteenth century (An enterprise with a short life due to the poor quality of local marble). Only a few short stretches of the slabs remain in place, principally along Main and Bank Streets, and many of the slabs are cracked and broken. Unfortunately, most marble slab locations pose a danger to pedestrians and are often slippery in inclement weather. The unevenness also poses a difficulty in clearing snow from the walks. They are gradually being replaced by standardized cement sidewalks and curbing.

Today, several factors give North Bennington an unusually genuine and cohesive environment as a "working" village:

- (1) its surviving nineteenth century architectural theme that exerts a strong sense of its original character,
- (2) the relative absence of recent intrusions to the historic character,
- (3) the sympathetic adaptation of several pivotal buildings to compatible contemporary uses,
- (4) the compact mix, scale, and diversity of uses in the high density areas,
- (5) the "waterways" and old mills,
- (6) large and small open spaces for active and passive recreation,
- (7) the high utilization of buildings which contribute to the economic and social vibrancy of the Village,
- (8) the contrast of the countryside, which is relatively undeveloped, and
- (9) having key open lands such as the Park-McCullough Historical house and grounds, Cold Spring Farm home and property, the old "night pasture" is now a private home and tree farm and the Bennington College main campus area.

5.3 LAND USE ELEMENT, CLASSIFICATION, POLICIES

A fundamental part of the Village Plan is the identification of planning districts to guide the type, location, and density of land use and future growth. The land use classification for the Village is divided into several planning districts and keyed to the Village Planning and Zoning Districts Map and several resource maps. In some areas with unique or special features the use of overlay districts is used. This type of designation highlights significant resources that might otherwise be overlooked.

CLASSIFICATIONS

Residential Districts:

Village Residential (VR):

VR, VR-8, VR-10	(Connected to public water and sewer)
VR-20	(Connected to either public water or public sewer)
VR-40	(No public water or public sewer)
VR-120	(No public water or public sewer)

VR classifications refer to square footage, so that in the VR planning district, for example, 3,000 sq. ft. of land would be required for uses. Each VR designated District has its own building footprints as determined by front, side and back setback requirements.

Village Commercial/Professional - VC-P

(Main Street and environs) Proposed: To extent on both sides of the street to Depot Street including Post Office.)

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Village Professional / Commercial District- (PCD) (Proposed: Water Street South of Krone)
(Proposed: VAE Mill, Sage Street)

Industrial -(I) (Water Street; National Hanger, Krone, BCIC and former St., Gobain)

Planned Unit Developments- (PUD)

- Educational (PUD) Bennington College Campus (EC PUD)
- Subsidized and Elder Housing (SEH PUD)

Recreational /: (R)

Quasi Public (Paran Lakeside, Park McCullough Historical Association.

Municipal Holdings- (H) Buildings, parking areas and Parks, Welling Field

Agricultural / Conservation- (A / C) Preserved open space, woodland and ridge lines)

Special Overlays: (Combined on One GIS Map In Appendix).

- Flood Hazard Areas (FH) (Walloomsac River, Paran Lake*)
- Historic Waterway (HW) (Paran Creek, Mill Ponds and Dams)
- Shoreland Protection (SP) (Lake Paran)

(* Only a small length of the Walloomsac River borders North Bennington's southern flank along River Road.)

Historic District (HD) (Village Core area - with possible expansions)

Certified Local Government Program District (CLDPD) Proposed boundaries

5.4 RESIDENTIAL DISTRICTS

Residential Districts: VR 3, 8, 10, 20, 40, 120:

Density varies considerably but is generally grouped into two categories: Higher Density (VR 3, 8, 10, and 20), and Lower Density (VR 40, 120). The VR figures refer to the minimum lot sizes in thousands of feet per dwelling unit. Example: VR 3 requires a minimum of 3,000 square feet per dwelling unit, VR 40 Requires a minimum of 40,000 square feet per dwelling unit.

Higher Density Districts

The higher density districts are generally located in the upper part of Water, Bank and Main Streets and the lower section of Water Street. These areas of compact development require the provision of public water and municipal sewer connections. They also require higher standards of street improvements, curbs, sidewalks, gutters, storm sewer, and street lighting. The variety of density patterns is reflected in the multiple districting plan for these higher density areas.

In the Town of Shaftsbury abutting North Bennington's northern border is a similar compact type of development (Upper Main Street) requiring similar infrastructure. Residential Policies should reflect the complementary of the adjoining bordering areas. Because of the amount of open land available for future growth outside the Village, there needs to be a cooperative understanding to review inter municipal impacts

The preceding paragraph refers specifically to the District One School District segment of the Town of Shaftsbury. In a overall, larger context, it would also include those portions of the Town of Bennington in close proximity to North Bennington's municipal borders, so the need for inter municipal cooperation exists in dealing with adjoining Low Density Districts.

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POLICIES:

1. Provide a variety of residential districts to reinforce the existing density and settlement patterns and diversity of such patterns. Future population pressures may force reconsideration of VR-40 and the VR-120 specifications.
2. Provide encouragement for compact residential single, two-family, and multiple family dwellings provided they are served by sewer and the pure water resources to service these potential developments.
3. Individual Multiple Family (MF) structures should not exceed six dwelling units, although there may be more than one structure per site consistent with density standards. The minimum standards for each living units are defined in the Zoning Bylaws. MF projects may not be compatible in all locations, only where a PUD makes economic and environment sense. The relationships to surrounding land uses should be given special attention for compatibility. MF projects should be treated as conditional uses. Not everyone has the means nor desire to be a homeowner. There is a need for affordable middle income (not subsidized) housing.
4. Larger projects (5+ units) should be accommodated with higher standards of on site and off site improvement, accountability under Act 250, subdivision regulations, and impact costs/fees for such improvements as: sidewalks, storm sewers, landscaping, streets, project access considering both public and fire and emergency vehicle requirements, drainage, etc.
5. Encourage the provision of open space such as mini greens/parks and linear open space paths along streams or hillsides and connecting nodes of activity in the Village.
6. Maintain the values and integrity of the man-made and natural historic character of the Village. The village core is already listed on the National Historical Register. Outward building structural changes should not be undertaken unless they continue the historical architectural style of the area. A review of National Historical Register Standards should be reviewed before issuing of any building or alteration permits.

RECOMMENDATIONS:

1. Improved, more clearly defined Zoning Maps are needed. The four color GIS generated maps in the Appendix address this point. This recommendation is being implemented with the updated GIS maps being supplied by the BCRC.
2. Official maps will be of the same scale as developed under the Vermont's GIS system 1:1250. This will further facilitate the development of more meaningful and understandable specific overlay projects.
3. Work towards restoration of street canopies by assisting the North Bennington Tree Committee in their efforts with obtaining Grants from State and private sources.
4. While marble slab sidewalks are a traditional part of history, they are a present day safety menace to pedestrians. The village has instituted a sidewalk replacement policy of using cement curbing and four to five feet sidewalk widths. In those areas of the village where it may be appropriate, brick laid in/on a cement base may be considered. With safety and cost factors considered in, affected property owners would be expected to shoulder the extra cost over the normal straight cement walkway costs. A project like this could be considered in any developed Downtown District proposals.

Low Density Districts

The balance of the Village as designated in the current plan are Village Residential VR-40 requires 40,000 square feet per unit, VR-120, requires 120,000 square feet per building unit. This area consists of scattered single family dwellings and a significant amount of open lands. Conventional zoning alone will not achieve the goals of open land preservation and resource protection. Likewise, down zoning to a lower density may not achieve the goals unless there is a substantial reduction of density (5+ acres per unit). An alternative, or complementary approach to rezoning is special recognition that not all lands are likely to support a given level of density. Land suitability combined with recognition of special resource lands provides a framework for how the Village should evaluate future growth. Agricultural lands, scenic areas, forested areas, shorelands of waterbodies and streams, flood hazard areas, soil suitability and steep slopes, and well head protection

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(North Bennington Water Source) are included as special overlays to the underlying district as added considerations of future land use. The build-out study, using GIS technology, would take all of these items into consideration, and show graphically realistic densities for North Bennington Village. Voluntary efforts are also commended and encouraged, such as the initiatives started by the Scotts (The Fund For North Bennington.) and the McCullough's. In the period between 1999 - 2001. The Fund For North Bennington had acquired the land interests of the Nature Conservancy/Vermont Land Trusts. Also, Bennington College (Its campus.) is a major land owner and a significant contributor to open space. The campus has been given special district zoning (PUD-Education), to reflect actual use rather than classifying it as Village Residential (See Section 8.2 for further information.)

Overall, the low density district must avoid conventional cookie cutter type development (and spot zoning) to achieve the goals and values of the plan. The application of creative techniques such as clustering and planned residential development (PRD) designs where it has been shown to be truly appropriate, must be applied to maintain the integrity and character of a site and surrounding area. In this train of thought, the Planning Commission (or Development Review Board), wearing a their Design Review Board hat can insure that architecturally planned buildings and site placement really do fit in.

POLICIES:

1. Low density districts, maintain a density of at least 40,000 square feet for single family dwellings with suitable private on-site water and sewer. Density for any particular parcel should reflect land capacity; the identified suitability and resources of the land. See number 2, site plans for further comments.
2. Residential subdivision projects of greater than three lots and containing 3 (three), five (5), ten (10) or more acres shall be evaluated for appropriate density based on land suitability and to retain, to the maximum extent possible, special resources such as agricultural and conservation lands. Appropriate addressing by developers or land owners to state regulations, including professionally designed septic systems. Safety requirements of drinking water wells, the effects if any, on surrounding properties have to be submitted along with any site plans along with any Vermont State required permitting.
3. Considering the current size of the North Bennington municipality, the PCD (Commercial/professional District) projects proposed would not encroach upon prime agriculturally designated areas. As of early 2001, only the Westerly side of Water Street south of the Krone Corporation's location appears to offer possible locations. However this area is currently designated as VR. It could be up to the current property owners to collectively consider a change in the planning district designation. This might well be amiably considered to changing to a VPC - village Professional / Commercial designation opening up future sale options for current property owners. The specifications required of such a district would be outlined in the Village's zoning bylaws Specific specifications of desirable business types or home occupations to be allowed is a critical must when drawing up the district's zoning requirements.
4. Extension of municipal capital improvements such as water main and sewer extensions require decisions based on obtaining the greatest and most economical common good and be consistent in supplying safe drinking water and minimizing the potential of ground contamination. Sewer extensions are decisions made by the Town of Bennington. Water line extensions are decisions made by North Bennington's own Water Department. Such installation projects usually require cost factors leveled on the property owners effected. In any developments either publicly or privately financed, the cost (impact charges) of putting in such utilities shall be included in the site planning of such projects and be a part of the cost of obtaining approvals
5. Encourage the provision of parks and open space through public, quasi-public, and private means. The village does not provide a line item in it's yearly budget deliberations to encourage this. Tax restraints and often a lack of community leadership is the main weakness in this area. Suitable areas are either donated by people or Grants are received for specific purposes. One such project needing a clarion call is the aging NorShaft's children's playground on Houghton Street.
6. A trend appears to have developed in the low density VR Districts since adoption of the Master Plan of 1992. Requests for operating home businesses is increasing. While home occupations are a allowed use. It is the type of "Home Occupations" being requested that is troubling. When revising the 2002-2003 zoning bylaws, the planning commission should revisit the state's regulations on allowed home occupations as to limitations and rules.

RECOMMENDATION:

1. Commission a build-out analysis of North Bennington Village using GIS technology to produce a visual map, concentrating on low density residential use in addition to all other areas within the community. As of the year 2002, all of the I District industrial land is fully utilized. There are few VC (Village Commercial) parcels of any size available. What structures that exists in the VC district are best considered as candidates for rehabilitation into middle income private housing or professional office spaces. Proposed, is an expansion of the existing VC and changing its name to a VPC district to now include some adjacent territory former listed under various VR notations.

In addition to the foregoing residential and other district policies, the following standards generally apply to all residential development. In some cases they may also apply to nonresidential uses.

Density: Residential diversity should maintain a level of density compatible with land suitability to support a project. While zoning prescribes an overall density scheme, not all land has the same development potential. All development must carefully assess land suitability.

Natural Condition: Natural features of the land including terrain, natural ground cover, trees, wetlands, natural or unique features should be integrated in the preliminary site planning stages.

New development must carefully be integrated into the Village. The allowing of hodgepodge additions, renovations and inappropriate architectural will eventually degrade the dignity and ambiance we wish to preserve and pass on. This requires sensitive integration and fit the built-up compact area as well as in the outlying rural countryside. It can't be stressed too strongly the importance that motivated and knowledgeable people are needed to serve on the village's Planning and Zoning boards. For example, grid/cookie cutter conventional subdivisions would not be consistent with this standard in the rural areas.

Infrastructure: Utilities and roads should be sited in a manner that provides the least possible intrusion, especially in the open undeveloped portions of the Village.

Residential development should be limited and carefully planned on slopes that are greater than 15%. Where natural slopes exceed 20% no residential development and associated improvements should occur.

Natural ridgelines and profiles are an important natural asset of the Village; (Bingham Hill and McCullough Woods, to name two). The siting of permanent construction must be done in a manner to mitigate any aesthetic impacts that might result. Ridgelines and hill profiles are not necessarily higher elevations in the Village, but could include the natural ridge profile around Lake Paran.

Residential development should be supported by adequate water supply and sewerage disposal. On-site sewerage systems must obtain required local and state permits. In 2002, The state has considered broadening the allowed types of septic systems that can be considered. A great deal depends on site location , number of users and land density requirements

Erosion Control and Earth Modification: During construction, builders should follow state and SCS conservation practices to minimize erosion and effect on natural drainage patterns. Such work should avoid filling of natural drainage, wetlands, flood plains, and other fragile environmental areas.

Projects must assess the viability of creative site design techniques such as clustering to maximize protection of special resources identified in the plan. Relationships to adjoining properties shall also be considered. No Master Plan or set of Zoning bylaws can possibly identify all the correct nuances expected of these documents. Common sense utilized by thoughtful Planners and Zoners will identify and add to these ever fluid documents.

Safe and suitable access is required as is storm water drainage from connecting roads and driveways. Projects should avoid excessive curb cuts along Village roads. Projects which generate traffic must have road capacity, safe and efficient access, or a new road must be available. One goal of the plan is to maintain the existing Village road system and generally only add when new roads are built , to highway engineered standards by developers or in a few instances by private entities. In those few cases the village usually takes over plowing and future maintenance.

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The subdivision of the land into three lots of any parcel of land existing on the date of this plan and/or prescribed in the Zoning Bylaws should be subject to special review procedures as provided for PRD's (Planned Residential Developments See related portions of Sections dealing with this in the zoning bylaws. Such projects shall take into account special resources identified in the plan. Additionally, rather than simply dividing a tract area by the zoning density factor, consideration should be given to net density. Net density and development potential is determined by netting out those land features having severe constraints for construction: wetlands, water bodies, steep slopes- 20%+, rock ledge, and floodways.

5.5 COMMERCIAL DISTRICT (VC) AND INDUSTRIAL DISTRICT (VI)

The Village Setting – Main Street Business Core: VC Districts (and proposed VPC District(s))

The main VC district is centered on Main Street in the core of the village. The other VC district lies where the current headquarters and research building of Krone Optical is located. The original object of having a VC zoned district between the (I) industrial designated area was to act as a buffer to the adjoining VR residential area along the westerly side of Water Street. With the expansion of Krone Optical in the current VC designated area, it appears to be an opportune time to rezone to Industrial(I) the entire Krone Optical site. As mentioned elsewhere, it may also give the current property owners in the current VR zone fronting on Water St. the option to consider changing their properties in the present VR to a VPC VILLAGE PROFESSIONAL / COMMERCIAL planning district. The continual purposes of the VPC District is to promote the sound economic development of the Village, by encouraging a level of residential, light commercial, business, and professional uses at a scale and intensity of use, which reinforces the existing pattern. Retention of the diversity of the "working" Village appropriately commingled within a primarily residential setting, is a goal of this plan. The rationale behind the VPC districting plan is to provide for existing established commercial / business uses to be consistent with the historical settlement pattern. Spot Zoning reflects a piecemeal approach to land, often without regard to a sound plan. North Bennington acknowledges the need, through its Planning Commission and Zoning Board of Adjustment, for caution in its approach to minimize nuisances or impacts to surrounding residential areas.

The current main Village Commercial/Business District (VC) encompasses upper Main Street, going south to lower Main Street at the junction with Prospect Street, (Lincoln Square) and certain other specifically zoned pockets of buildings: the Railroad Depot and land, Post Office, Paulin's laundromat/convenience store and gas station, Merchants Bank building and parking lot, and the Northwest Variety store/trolley barn property.) The updated Planning District zone maps proposes to include several properties on Main Street in the revised VPC districting. They were previously listed in various grades of VR-Village residential and VC-Village commercial .

In addition to small scale businesses; (restaurants, garage, brick mason's shop, electronic repair, hair salon, small engine repair shop, bank and upscale grocery store) the core district contains single family dwellings, multifamily dwellings, and the McCullough Library. The character of the Village is partly defined by this mixture and the architectural variety found in all of the buildings.

The residences interspersed with the businesses along with the park areas reflects the historical aspect of the Village and should therefore be protected and maintained. This blend also reinforces the Village's identity and is crucial in considering future development.

To allow further business development in the Village center, low intensity businesses that generate minimal traffic and parking should be encouraged. Professional offices, and small retail specialty shops, should all be included as desirable businesses. One or two residences with rooms available within the principal dwelling and with ample parking on their premises, may be suitable for overnight guests with or without meals. In some existing residential buildings there could be for one or more of these types of businesses. As in the past, a businesses contingency is tempered by the the availability of suitable parking for both employees and clientele. (See above for redistricting proposal.)

Several problems need to be confronted in order to maintain and preserve the identity of the Village. Use of buildings located in and surrounded by residential areas must remain or be made compatible with the premise that businesses and residences can and should coexist. Specific examples are the mill on Sage Street and the Trolley Barn on Bank Street. The Sage Street Mill now contains the Vermont Art Exchange (VAE) and the future potential for several residential spaces on the third floor. (This single property proposed to be included in the VPC districting.) Still, this will be a "spot zoned" single property with special circumstances.

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Village officials and citizens of North Bennington may wish to consider delineating a downtown development district or a less ambitious derivative plan under Vermont's Act 120, the "Historic Downtown Development Act." Establishment of a specific area meeting the downtown definition, allows the municipality access to special funding and technical assistance so that adaptive reuses of downtown buildings can continue to support the character, and uplift the economy of the district. Immediate areas surrounding the village VPC core district (Water Street) should also be evaluated for their suitability to be included in the downtown district overlay.

A downtown district program and its public and private funding requirements need to be thoroughly explored. Village officials should collaborate with interested area citizens in the development of a new nonprofit organization, or the use of an existing, successful organization, to coordinate downtown economic development activities. Activities such as professional offices, upscale small specialty stores. Innovative solutions to the downtown parking problem still remain elusive. The light bulb over someone's head has yet to come on

The Planning Commission should continue to apply for Grants from the Vermont Housing & Community Affairs Department. One such Grant would commission a feasibility study of the current resources of the village, a comprehensive plan write up, and would include local public presentations, for input and, a final printing of the results. The final booklet should resemble Bennington Town's 1990 "Time & Place In Bennington" that was produced by Wm. Higgins & Co. of NY, NY. Unfortunately the economic times of 2002 put restraints on Grant amounts available at this time.

POLICIES:

1. Promote the sound economic development of the Village. Collectively the business enterprises should reflect specialized services in a village residential setting. While not specifically limited to village residents, it is not desirable to create a regional or large town service centers which could cause unresolvable impacts such as parking and traffic congestion. Enterprises such as "Box stores" have no place in a community our size. The revised 2001-2002 Zoning bylaws will more specifically deal with this subject.

2. The total developed area of a business property, should be specified in the Zoning Bylaws.

3. Historic buildings of state and national significance should be preserved and protected consistent with their continued use and/or approved, affordable rehabilitation. Affordable housing/rehabilitation proposals should include non subsidized middle income complexes. There is a glaring lack of such housing in our immediate area. However, any new development must be compatible with the historic nature and character of the Village. The village does not currently have a Design Review Board to advise the Planning Commission. If a Development Review Board is created by combining some of the current responsibilities of the current Planning commission and Zoning Board of Adjustment, one of its added duties would be to act as its own Development Design Board.

If a village Design Review Board is ever favorably looked upon and formed. its responsibilities, in addition to passing judgments siting requirements, should include judgments on appropriate architectural cohesiveness, the board's members should have the expertise, or have a source available to them, on whether a historical building's usefulness can be prolonged by rehabilitation. If not, then they should be kept in continual consultation so that any replacement structures finally approved are in harmony with the surrounding area.

4. Significant natural or topographic land features should be retained. It is important that these be located and noted on at least one of the village's official GIS maps.

5. To preserve the historical character and compatible nature of residences and businesses, signs, and the lighting, styles and size and placement of them should be controlled by pertinent zoning.

6. Provide for special amenities in a village residential and pedestrian setting: walkways, lighting, informational / historical signage, street furniture, bicycle racks, historic markers, etc. It is this type of village benefits that could be more easily obtainable under a "Town Greens village center" when legislation is finally approved by the lawmakers in Montpelier

7. Encourage adaptive re-use of older structures with permitted uses, which are sympathetic to the historical character of the building and setting.

8. Continue provisions for small open spaces and greens in the Village.

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RECOMMENDATION:

Consider expanding the North Bennington Downtown District by enlarging the Village's Historic District to include Water Street to the Stone Church at foot of Hillside Street as an overlay to the proposed VPC district. The time, legal requirements and true practicality of this needs to be determined

If it ever becomes available, a program, (Town Greens Centers.) designed for small villages such as ours and administered by the Vermont State Downtown Development Board, that offers less strident requirements and administrative functions, should be investigated to determine if feasible for the village to pursue. This would be an important second step. The first step being the proposed "Historical North Bennington" booklet project outlined earlier in which perimeters and priorities could be outlined.

September, 1980 is twenty-two years in our past. That is the time the village's historic core went on the National Historic Register. There were mutual requirements and responsibilities to be followed to remain on the National Register. In the up coming review of the Village zoning bylaws (2002-2003), a revisiting of those requirements to see how well we have or not have lived up to our responsibilities and how best we can address those concerns in the updated zoning bylaws

Village Industrial District (I)

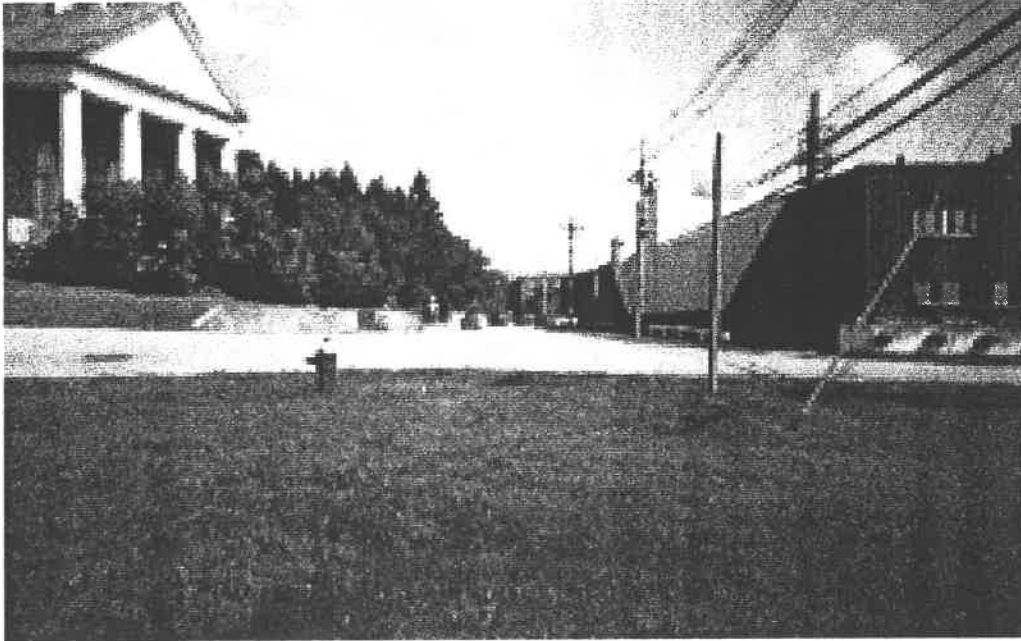
The Village Industrial District, like the Village's present Commercial District, is keyed to existing uses. This approach reinforces the existing settlement pattern, and supports the retention of diversity and the working Village goal. A difficult challenge is to retain or improve viability of the older historic manufacturing facilities. Modernized and competitive enterprises often follow modern infrastructure. The potential for expansion along Water Street / Paran valley is limited. Although the industrial building enterprises are relatively confined and hemmed in, they still represent a substantial industrial tax base for a small village. Much of the growth in new industrial, commercial and service employment has been and will continue with small enterprises. The historic settling of Village industry was along Water Street paralleling Paran Creek. Water power was the earliest industrial anchor. The mill pond by National Hanger's brick and stone buildings, (formerly Cushman's), and the Polygraphic / Whites Pond, near the BCIC building, offer a unique environment and visual impact. Continued upgrading of properties and the streetscape would be is an asset to a Industries' public image. As part of the years 2000 - 2001 industrial expansion agreements, both National Hanger and Krone Optical have added trees and plantings to their properties fronting on Water Street. This goes a long way to improving everyone's visual perceptions as they approach the North Bennington village center. A historic linear theme park, such as greenways, or a multiple use walkway / trail along Water Street could be another inducement added to any proposed Town Green Center District. The Jean (Short) Aldrich walking trail, a cooperative endeavor created by the Fund For North Bennington, BCIC and Bennington College in 2001 fulfills part of this need. Industrial operations are close to residential areas in a relatively tight topographic setting. Minimizing offsite impacts such as excessive noise, reflective glare, odors, air pollutants, hazardous materials storage and handling have been successfully addressed to date, but are concerns that need continual looking after regarding proposals on further expanded uses. The beautifying efforts by both National Hanger and Krone Optical are to be commended and can act as encouragement to further landscape projects along the entire length of Water Street. While the village did lose the ChemFab / St. Gobain Corp. in March, 2002, all the the currently designated Industrial District space is fully developed. There is no current plans to create any additions to the Industrial District.

POLICIES:

1. Allow only light manufacturing and industrial uses, especially those having less impact on surrounding properties and the environment. Discourage the manufacturing or assembling of large or heavy goods.
2. Continue to encourage investment in the physical plant and landscape settings,
3. Continue to require use of the best practical technology available to minimize off-site impacts such as smoke, fumes, lowering air quality, noise, unshielded light and glare, handling and use of hazardous materials and pollution, etc.
4. Industrial uses require a minimum area of 40,000 square feet with specific treatment for yards, landscaping, parking, and driveways prescribed in the zoning bylaw. This should be addressed in all site approval hearings.
5. As in Village Commercial Districts, outside amenities for pedestrians and employees should be available .

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6. Discourage large retail (box) stores. Use the zoning bylaws to promulgate limitations on fast food convenience store / gas stations, fast food franchise type of establishments and factory outlets. Use Zoning bylaws to limit size of building foot prints and other on site requirements. Encourage structures containing small businesses below and housing on second floors.



The view looking North up Waters St. from the juncture of Hillside St. and River Rd Retaining the existing settlement pattern and buildings in North Bennington's Village Industrial District along Route 67A (Water Street) is a goal of the Village Master Plan. The Old Stone Church is on the left and the former ChemFab plant on the right.

RECOMMENDATIONS:

1. Review Zoning Bylaws as to site requirements. Present Bylaws require 40,000 square feet plus review of ancillary regulations. Actual developmental space available, topographical attributes, building siting on the plat have to be accurately ascertained. Bylaws should be tailored to allow use of land actually available, to encourage specific types of use.

2. Survey land available on the east side of Water Street located between National Hanger Property and BCIC property as to actual usable land suitable to promote as a professional office complex or additional light manufacturing building(s). The survey should include municipal services available and any limitations necessary for the Village supplied services to cope with any planned development. The current VR-3 Planning District located off Water Street Has the potential for a PUD development if the area ever comes under one ownership.

3. Affirm availability or unavailability of other locations within the Village borders, suitable for some type of light commercial or professional uses. This should be undertaken when the suitable map with soil condition overlays becomes available. As of this date additional Industrial land siting appear remote. However a specific finding recommendation to that effect would be appropriate as a statement of fact.

4. Pursue to completion the Village parking lot at the fire station including black topping, space markings and landscaping.

5. A listing of North Bennington's Industrial Enterprises, as well as a business, institutional, and governmental directory, can be found in the Appendixes.

5.6 PLANNED UNIT DEVELOPMENT, EDUCATIONAL PUD BENNINGTON COLLEGE CAMPUS (EC-PUD)

Bennington College is a significant social, economic, and physical asset to the Village and Town. The College is a major land owner with 430.62 acres (213.72 acres in North Bennington). Institutions such as this are often afforded a special status under zoning. (Title 24 VSA, Chapter 117, Section 4409), because of the special public benefit they provide. In many respects the College is a planned unit development, which allows various uses and distribution on a larger tract in single ownership guided by a master plan for expansion and build out. Since the College is a high density use compared to other uses in the Village, adequate attention must be given to community fit and impacts: surrounding land use, natural resources, traffic, intensity of use, landscaping and buffering, water sewer demands, etc. The College is now zoned as a PUD Educational Campus, which is consistent with its actual use. This Municipal Master Plan indicates a new district for contiguous lands owned by the College at the primary campus. The purpose of this designation is to facilitate a homogeneous grouping of uses and related services. In March of 2000, the Trustees of North Bennington approved the formation of the EC-PUD - Bennington College Campus.

POLICIES:

1. Utilize The Master Plan of Bennington College as devised by them and accepted by both the college and the planning commission. for the future development of college properties. Any future deviation from that plan is contingent upon agreement between the College, the Village Trustees, the Planning commission. It is not to be construed as a unilateral determination of approval by the college. That plan provides for a homogeneous grouping of uses and related services guided by a master plan for this institution. Examples of uses include, but are not limited to, educational facilities, performing arts and events, library, recreation, day nursery, nursery school, student dormitories also used for temporary dwellings of persons attending the College, dwellings for faculty and employees, and service buildings related to the institution's operation.

2 Review procedures as enumerated in the zoning bylaws for site reviews, for new construction, or any significant change in use, or the division or diversion of land to non institutional ownership remains vested to village government entities.

3. Significant expansion should be based on the Master Plan of the College.

RECOMMENDATIONS:

1. In any expansion of the College's physical plant, a study of the effect on the Village's municipal infrastructure of provided services should be included in any proposals; an evaluation of impact charges to be levied in providing necessary construction to supply increased services, will be a part of such determination. Such impacts fees would need to be based on any effect on Village Capital Plans and Budgets and ability to supply such services.

2. Concurrently, the Village cannot assume that such lands will always stay in College ownership, Therefore consideration of transfers to non institutional ownership and reversion in status to an adjoining zoning district should be made at the time such transfer takes place. The consequences of such transfers will need to be reviewed/ revised in terms of other goals of this plan.

5.7 CLUSTER HOUSING (PUD) AFFORDABLE, SENIOR AND, SUBSIDIZED HOUSING

With two cluster complexes abutting each other on Route 67 West, such housing is appropriately considered to fall within the specifications of a PUD. The two Listed are the Homestead Mews and the Homestead Greene. Both these housing complexes have subsidized rent agreements with the State and Federal governments.

5.8 FLOOD HAZARD AREAS (FH) Special District Overlays

The purpose of this designation is to minimize hazards from flooding through the control of land use in flood hazard areas. The official designation of these areas are the Flood Hazard Boundary maps effective June 17, 1986 entitled: FLOOD PLAIN INFORMATION, WALLOOMSAC RIVER – SOUTH STREAM – ROARING BRANCH. TOWN OF BENNINGTON, VERMONT.

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Of the maps on file under the above title, Map # H 03 dated February 21, 1975 is applicable to North Bennington. It indicates a small portion of the Walloomsac River that also serves as North Bennington's southern border. Also included is about 200 yards of Paran Creek from the Route 67A bridge south to its flow into the Walloomsac River. The natural Resources Conservation District has also identified "flooded soils" which generally correspond to the federal study. In addition to the primary purpose of mitigating flood damage, flood designations have a secondary benefit of maintaining the natural state of streams and river environments.

Of interest and concern to North Bennington is that because this area is under our zoning control. The Paran valley, with its five dams, four mill ponds and large lake at the head of the valley is not included in any Federal flood plain studies. It should be noted that Lake Paran has acknowledged to have flood hazard areas and are shown on NFIP Flood Insurance Rate Map, Panel # 5 effective June 17, 1986. This map is included as part of North Bennington's GIS series. The map appears in the Appendix of the Master Plan.

The five dams are of varying heights on Paran Creek. We presently assume they are all in safe condition and monitored. It would be prudent for the Village to review Policies and procedures in dealing with dam inspections and liability. If such a Policy does not exist, the formulation of one should be considered. Generally, whoever captures the water is liable for any damages that activity may cause others. In most cases, the dam owner is usually responsible. A Policy should cite the location of the dams, classification, (low hazard or high hazard), known owners, procedures for maintenance and safety inspections, frequency of inspections, by whom inspections are done, and procedures to follow in emergencies. The State's role, if any, in promoting dam safety and inspection should be included. At the very least, the Trustees should develop a written emergency plan and set of procedures in the event we are faced with imminent flood conditions in the valley. It can be recalled that in the last week of June 1978, a potential disaster did exist in regard to the condition of the Paran Lake earth dam carrying the VT RR trackage and only emergency response prevented a "high potential danger" (Louis Sarelas, former Bennington Town Manager as quoted to then Governor Richard Snelling).

DAM HISTORIES AND FACTS:

These dams were originally built to supply power to run machinery during North Bennington's industrial heyday in the early 1830s through 1852. The catastrophic flood in February, 1852 destroyed much of the industrial structures in the Paran Creek valley. Very little remained to be rebuilt. The dams continued to exist and are now relegated to adding to the historic ambiance of the village.

Dams are classified according to potential hazard. There are three levels of classification which rate the down stream vulnerability hazard is measured. High, significant and low.

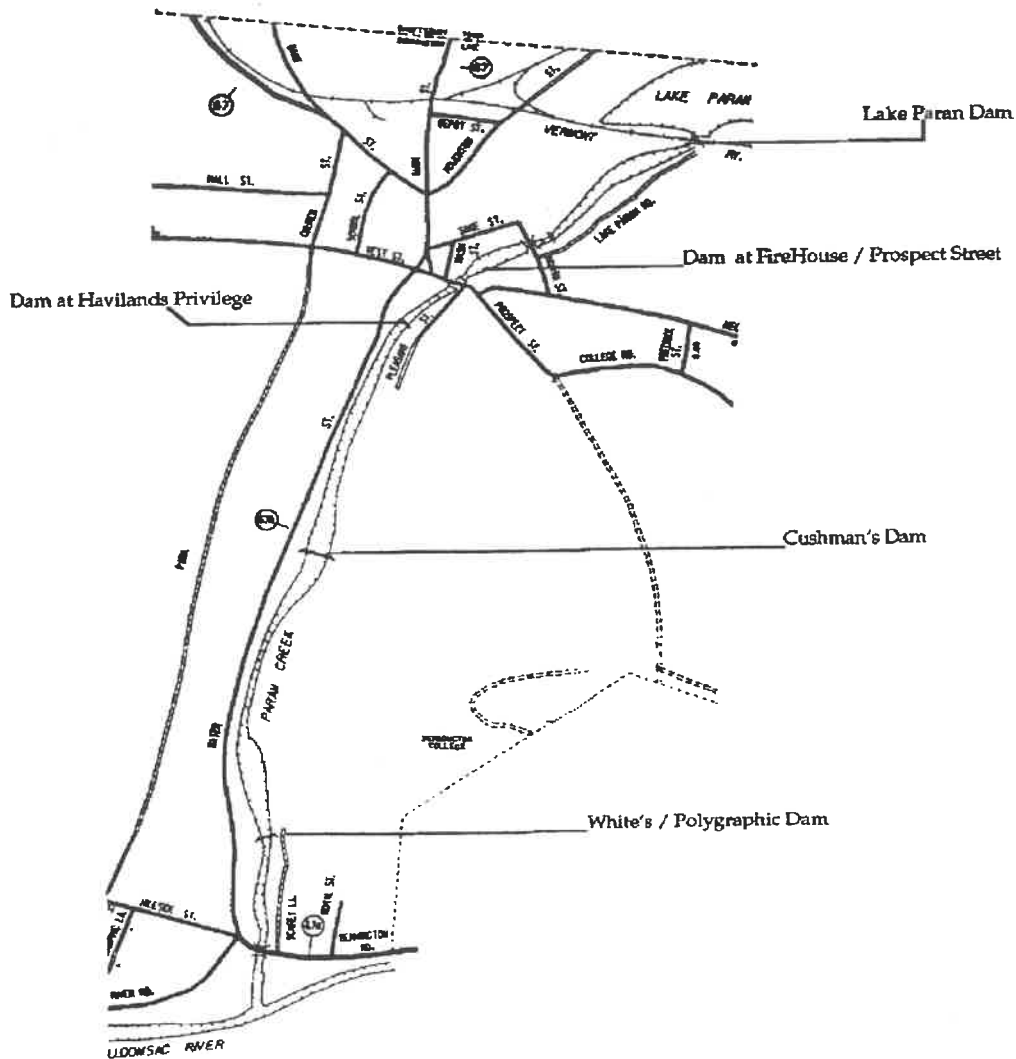
High (High potential of life and economic loss.) The Lake Paran dam is in this category. The pond impoundment is 30 surface acres and of a varied depth. On February 11, 1852, the earth dam embankment, which carried the new Bennington & Rutland Railroad, collapsed causing extensive destruction along Paran Creek. The dam's height at that time was 25 feet. The dam's failure was believed to have been faulty piping. As reported, all lower dams, bridges and valley structures were destroyed. One life was lost in spite of a four - five hour warning that had been issued thus averting a heavier loss of life.

The current dam as reconstructed in the late 1970s, early 1980s is 25 feet tall, 720 feet in length. Its average water containment is 285,000 cubic feet, but is designed to hold a maximum of 535,000 cubic feet and carries Vermont Railway's single track spur to Bennington Town. (Now temporarily unused.) The state ID of this dam is 17.01. The Federal notation is VT00006. Responsibility for the condition and continual safety of the dam lies with the State of Vermont.

Significant: (some potential for economic and property loss). There are no dams with this classification within the village.

Low: (minimal damage, temporary inconveniences.)

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The Dams in Paron Creek from Lake Paron to the Walloomsac River

The upper mill pond dam: Properties on Sage Street and a few on Mechanic Street back onto this pond. The state ID is probably 17.02. It is not listed as one of the state inspected dams. The village owns the land on both sides of the dam and is potentially responsible for any damages cause by this dam. Statistic on construction and containment not available.

The Stark Grist Mill Dam: (now Haviland's Privilege Condominiums.) This dam is 180 feet in length, 15 feet in height and the average pond water containment is 12,000 cubic feet. The state ID is 17.03. Being included in the property deed of Haviland's, the Privilege's condominium residents share the upkeep and safety responsibilities.

The Cushman Dam: (now National Hanger Corp.) This dam is 65 feet in length with a height of sixteen feet. The average water containment in the pond is listed as 18,000 cubic feet and the state ID is 17.04. As with other privately owned dams, its maintenance and safety rests with the current owners.

The White Dam: (Also known as the Polygraphic Dam, now a BCIC property.) The dam length is 185 feet, 23 feet in height. The water containment behind this dam is second to that of Lake Paron. Much of the surface area has become marsh and is the one most effected by silting.

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The creek then flows under one of the BCIC buildings and joins the Walloomsac River on its way to the Hudson River in New York State.

POLICIES:

1. In the "flood way", encourage open air uses (recreation, agriculture, etc.) versus structural uses, obstructions or fill, in order to maintain the capacity of the channel and adjacent land to carry the 100 year flood.
2. Permit uses as provide for in local zoning bylaws in the flood way fringe, but require appropriate flood proofing and/or elevation to minimize flood damage. This now zoned as Agricultural uses.
3. Restrict development and filling of wetlands along (the main) stream channels to protect their recharge and water storage benefits as they relate to flooding and to protect wildlife habitats.
4. Encourage appropriate setbacks from streams in areas where soil conditions might result in pollution, soil erosion, and sedimentation.
5. Encourage the protection of the natural state of streams except when there is a potential threat against life and property.
6. Encourage the maintenance of the river front in open space and, where appropriate, provide a river park, walkways, bicycle path, etc. for recreational enjoyment of the portion of the river within the Village.
7. Maintain at least a 50 foot wide vegetated strip along the Walloomsac bank unless improvements are necessary relative to policies #5 and #6.

RECOMMENDATIONS:

1. Village Trustees should research and formulate a written Policy and set of Guidelines regarding the dams and ponds within the Village. This should include regular inspections, safety guidelines, ownership responsibilities and a set of guidelines to cover emergency procedures.
2. The parcels of land along the Walloomsac now in CVPS an electrical utility and other private lands, should be designated in a special overlay aa potential for a future park area. The land area sandwiched between River Road and the Walloomsac River is required to maintain a fifty foot stream bank vegetated protection area. In addition there is a twenty five foot sewer line right of way located through this area. The only practical uses are for agricultural uses and park land. One lard owner (Pembroke Landscaping) maintains a tree farm on the their river side property it own.

5.9 SHORE LANDS

The shore lands of Lake Paran are located in three planning jurisdictions: Town of Bennington, Town of Shaftsbury, and North Bennington. In 1976 with the assistance of the BCRC, the municipalities developed uniform standards to protect the shoreline of the lake. The Shoreland designation extends back 500 feet from the mean high water mark of Lake Paran. The purpose of this designation is to: (1) Prevent and control water pollution; (2) Preserve and protect wetlands and other terrestrial and aquatic wildlife habitat; (3) Conserve the scenic beauty of shore lands; (4) Minimize shoreline erosion; and (5) Reserve public access to public waters.

POLICIES:

1. Allow those uses provided for in the underlying Village Residence Districts (VR-20) and (VR-40). References to solid waste and septic waste should be made to coincide with any upgraded water quality provisions of the State as well as Federal guidelines.
2. All buildings and subsurface sanitary facilities shall maintain a minimum setback of 200 feet from the mean high water mark.

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3. Maintain as much as possible the natural setting of land within the 200 foot setback from the mean high water mark.

4. Appropriate uses within the 200 foot setback are: open air uses such as recreation, picnic grounds and shelters, parks, swimming areas, wildlife and nature preserves, fishing and boating areas, agricultural, and similar uses.

RECOMMENDATION:

1. Acknowledge and establish, by reference, the importance of wetlands, marshes, and tributaries feeding Lake Paran.

5.10 HISTORIC DISTRICT

A portion of the Village designated a Historic District) was entered into the National Register of Historic Places in 1980. The District has 178 buildings of architectural or historic significance. A detailed description of the buildings within the District is provided in the Appendices section of this Plan. An overlay district is recommended to facilitate a level of review to protect the integrity of the District, but not to dictate style. There are two levels of criteria to evaluate change: (1) General review criteria, and (2) specific review criteria to assure compatibility within the district and with the particular structure. Broad standards may include: visual compatibility: height, proportion, perceived rhythm, shape, continuity, scale, and true historic significance.

POLICIES:

1. Provide review of developments or changes within the District to preserve its character. This is generally guided by the significance of the district and its buildings described in the documentation for the National Register. (Entered into the National Register, September, 1980.)

2. Protect sites of historic/cultural merit from encroachment by incompatible uses, and assure to the best degree possible that surrounding development enhances such historic features.

3. Encourage renovation and reuse or adaptive use of historic structures which might otherwise be lost due to deterioration. Provide assistance to seek funds for maintaining such sites or structures



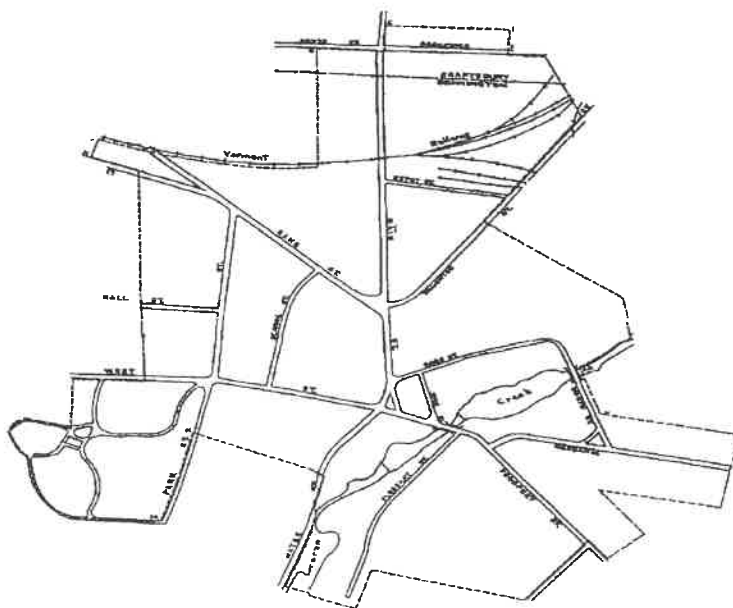
This historic property, on the National Register of Historic Places, and within the North Bennington Historic District, has recently been renovated to house an architectural firm.

An historic design overlay district would help maintain the historic integrity of future building renovations in this area.

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RECOMMENDATIONS:

1. Avoid demolition of historic properties unless there is no reasonable alternative economic use.
2. If available, direct grants or low interest loans to maintain and improve historic properties, .
3. A study of the feasibility of converting historic buildings into suitable housing, and/or senior citizen housing, bearing in mind the specific renovation needs of each group, should be made. Private foundations, and the U.S. Department of Housing and Urban Development are possible technical and funding resources.
4. A historic district overlay is shown in the Appendix to assure compatibility of development thereby maintaining and enriching the historic character and value of the North Bennington Village Historic District.
5. Specific standards, if developed, could dictate details, such as colors to be used, but such standards do not have to go to this level of detail. It is recommended that any guidelines instituted provide flexibility or clear limits in the scope of design topics to be reviewed. To adopt a design control district (24 VSA, Ch. 117, Ss 4407(6)), (A Design Review Board?) a report must be made to describe planning and design problems. The report must also set forth a design plan, and the recommended planning and design criteria to be used. This requirement allows the community ample opportunity to participate in the development of such criteria, and also gives the public time during the public hearing process to provide input. Adoption of an historic district (24 VSA, Ch. 117, Ss 4407(15)) also requires a similar report and plan. These are the avenues that can be used to adopt a district for design review purposes. Propagating a Design Review Board for our village in the past was not well received. Another tack would be for the Trustees to designate the Planning Commission (Or Development Review Board.) to act as their own design review board.
6. Success come with perseverance. An outline of the existing North Bennington Village Historic District is shown below and in the Appendix. This area could be considered as a suitable starting outline for a Downtown Designation District. It is expected that Vermont state will set up less stringent requirements in a proposed Town Center designator for those smaller villages as North Bennington and the less affluent town. The current Downtown designator requirements are just not affordable for smaller entities



Outline of Historic Distrit circa April 1980

5.11 WELL HEAD PROTECTION AREA

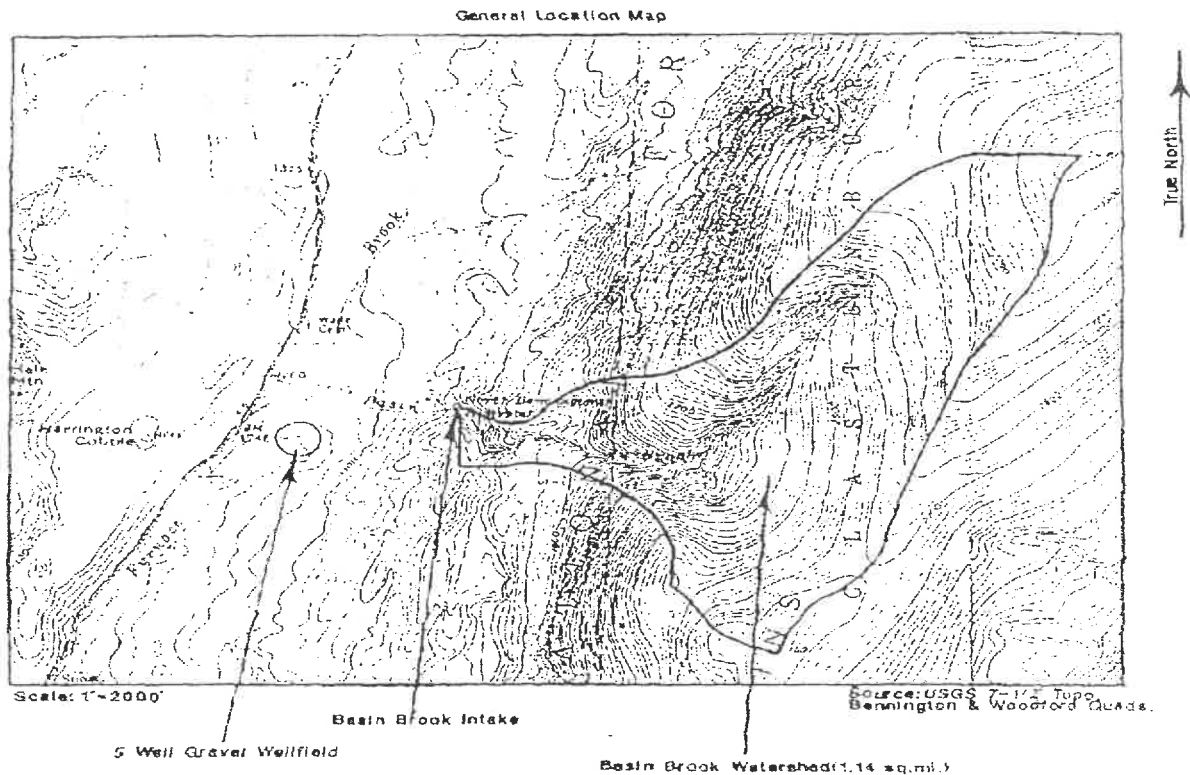
The water source of the North Bennington water supply is in the Town of Shaftsbury. The well head (including the watershed), protection area delineated by the Vermont Department of Health and the Agency of Natural Resources is in the Towns of Shaftsbury and Glastenbury. It is important that land use policies for this special designation emphasize protection of water quality in these areas. Similarly, the Village needs to coordinate its policies with Shaftsbury and Glastenbury. These communities have already taken steps to protect the aquifer. A detailed description is provided in Section 8.8 Water Supply.

POLICIES:

1. Discourage land development that would impair or endanger watersheds supplying public or private water supply systems or known aquifer recharge areas.
2. Encourage open air uses and conservation areas for lands within major watersheds. Presently almost all of the major watersheds identified fall into the conservation and resource area of the regional plan map, and most town plans classify these lands in forest and recreation.

RECOMMENDATION:

1. Develop a GIS map showing the overlay depicting the well head and watershed protected areas. In 2001-02, The Water Board undertook a mapping project of the entire system. Map segments included mains, houses with their hookup (and their 911 addressable numbers), location of all hydrants. The mapping was done in AUTOCAD™. Conversion to GIS attributes can be done at the BCRC and incorporated as a GIS future Master Plan Appendix.



The North Bennington Watershed, auxiliary wells, reservoirs, and treatment plant are located in the Towns of Shaftsbury and Glastenbury and are shown on their tax parcel maps. A general location map is shown above

5.12 AGRICULTURAL LANDS

There are now lands under the current master plan defined as agricultural land. Land that was formerly the Hall farm is partially utilized for agricultural purposes, and are now classified as AG/C Agricultural / Conservation. The efforts of individual property owners, agricultural land has been saved via deed restrictions. North Bennington is fortunate that organizations such as The Fund for North Bennington also has administrative control by land acquisitions in the recent past, to limit development of prime agricultural properties. The Fund of North Bennington, a private Land Trust established by Babs and William Scott has gradually purchased and assumed control of several parcels of the former Hall Farm. Those other parcels of the Former farm owned by individuals have restrictions attached to their Deeds.

RECOMMENDATIONS:

1. Support the efforts of individual property owners to keep prime agricultural lands in perpetual land trusts.
2. A study of the flora in the Agricultural / Conservation district to determine if there are enough of the right kinds of plants in the wild life habitat for creature sustainability.



Support the efforts of individual property owners, such as this one, to keep agricultural land in perpetual trusts.

5.13 HISTORIC WATERWAYS

Just as the historic district represents a special historic resource in the Village, the historic waterways are also an integral feature deserving an overlay designation status. Paran Creek is an unusual series of dams, cascades, and mill ponds bounded by recreation, residential, commercial, and industrial uses. These 'waterways' form an unifying visual and inspirational feature of the village landscape. Although the 'waterways' are much appreciated and valued, some sections are in need of maintenance and improvement. Sections of Paran Creek from Lake Paran to the Walloomsac vary considerably, having both natural and man-made historic values. In addition to the general policies below, a more detailed site specific analysis should be undertaken. This would include not only an assessment of existing and potential values for enjoyment and use, but conditions which jeopardize the overall resource such as silting in of mill ponds, dam safety, etc.

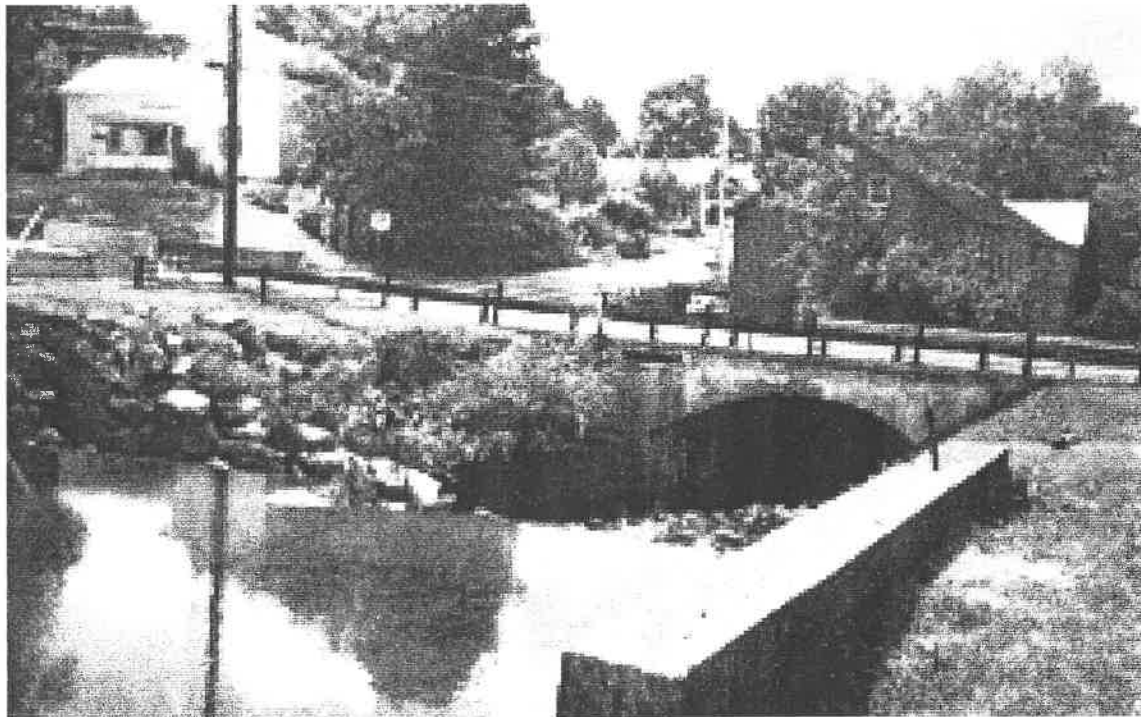
POLICIES:

1. Mitigate existing conditions and avoid activities which can cause water pollution, and erosion.
2. Building and land modifications require careful planning to maintain the visual, natural, man-made, and open space recreation values of Paran Creek. This especially true of the Eastern bank of the creek. This land is still residential and accessed from Pleasant Street. Further down are lands owned by Bennington College. A portion of the this Eastern side contains a parts of the Jean Aldrich Trail.
3. The retention and selected removal of native vegetation should only be done in consultation with the County Forester, Natural Resources Conservation District, and State Fish and Wildlife. Avoid cutting mature trees and vegetation which stabilize the stream banks. Dead trees and those that have a high potential for falling into the stream and blocking water flow should be removed. The village's Tree Warden should be consulted where appropriate. The Western side of Water street is zoned commercial/ professional. Specific zoning regulations should address this to prevent undesirable types of development, home occupations, and business establishments.
4. In more developed sections, give special attention to landscaping near parking areas, walk ways, allow for more open spaces adjacent to the stream. Stream side dumping should be appropriately dealt with by all legal means available. The practice of dumping refuse over the river bank near the road should be prohibited and law enforcement rules against roadside trashing should be enforced.
5. Enhance and protect the recreational experience. As described under Recreation, (8.3) expand the Paran Creek route as part of a broader park plan connecting Lake Paran and the Walloomsac River. Encourage linkage of public ownership in appropriate sections along Paran Creek. (While starting at the West Street entrance to The Mile Around Woods the Jean Aldrich Trail goes only as far as upper Prospect Street in the village.)
6. Preserve those areas, which contribute to wildlife habitat and plant life. The planting of special flora would be appropriate in certain areas along the stream bank.
7. Encourage land owners to improve the quality of their properties along Paran Creek. The larger businesses in this valley have already made great strides in this area. Some of the smaller businesses or "home occupations" have difficulties in improving their properties. A search for amiable solutions would be a worthwhile effort to pursue.

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Connecting Lake Paran to the Walloomsac River, Paran Creek is an historic waterway consisting of a series of dams, cascades, and mill ponds, bounded by recreational, residential, commercial and industrial uses. Special attention should be given to landscaping and uses along the more developed sections to prevent pollution and siltation of the creek, to maintain wildlife, and to enhance recreational activities. Shown is the pond, (top) and the spillway (bottom) near the North Bennington Fire house.

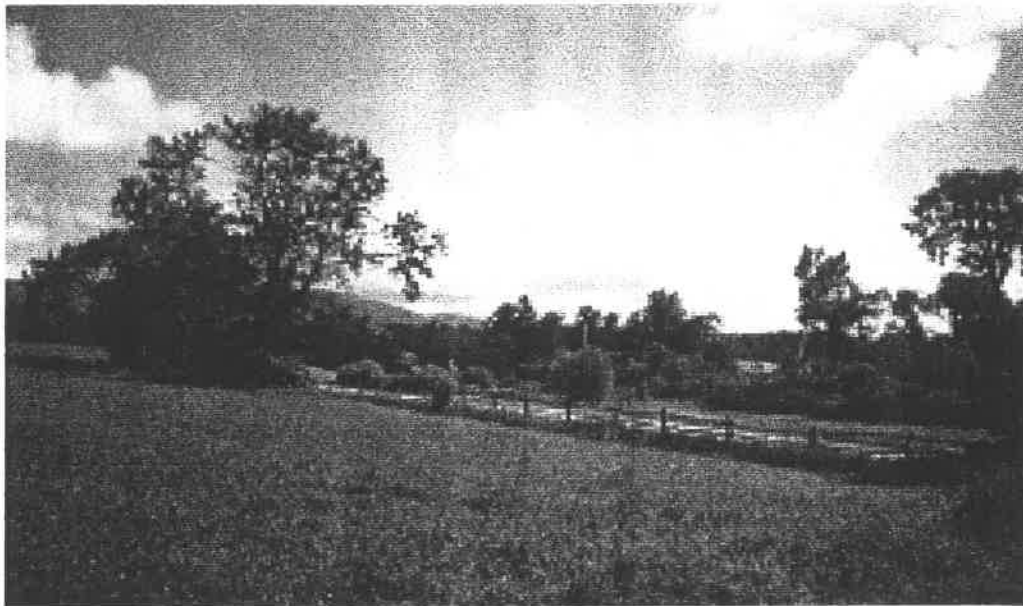


5.14 COUNTRYSIDE CULTURAL - NATURAL AREA

The land bounded by West Street, McCullough Road, Harrington Road, River Road and Park Street is an unique resource for both the Village of North Bennington and the Town. The larger part is in Bennington town, suggesting here the need to coordinate plan policies. The Mile Around Woods are permanently protected through the efforts of The Fund For North Bennington. The Fund has also purchased or has control over additional lands connecting to the original "Woods". The Park-McCullough House, Kelso's property, Nolan's Cold Spring Farm, and the Pembroke holdings on Park Street are deed restricted lands. This area's 'Road Loop' contains a special variety of observable features: significant ridgelines, forest land, agricultural soil, wetlands, scenic areas, meadow lands, rock outcropping, scenic roads, trails, wildlife habitat (deer and turkey), wild flower habitat, historic interest, and recreational importance. The 'Road Loop' makes a natural hike bike path and is much used by joggers, walkers, cyclists, school children educational, and visiting tourists. Collectively this Road loop encompasses a natural-historic-cultural environment in a harmonious combination - The holdings, which was for many decades known as the Hall Farm. The policies, which follow are intended to protect these qualities.

POLICIES:

1. Preserve the natural, historic cultural, agricultural, open space, and scenic values of the landscape by judicious zoning.
2. In addition to low density uses provided in the underlying district, ensure that structures and physical improvements are integrated into the landscape in order to protect the values sought for protection.
3. For certain construction projects or subdivisions exceeding a threshold size, individually or in the aggregate in the district, conduct a broader environmental assessment to evaluate the impact on the values and methods of mitigating any such impacts.
4. Encourage the use of purchase of development rights not yet in place, conservation restrictions through land trusts, etc. to provide long-term protection.
5. Encourage projects which seek to maximize permanent open space protection.



A view of the scenic road Park Street from a bordering field looking North

5.15 PUBLIC POLICY - QUASI PUBLIC RECREATIONAL LANDS:

This land classification includes those lands which are either publicly owned or owned and operated by a nonprofit corporation in accordance with their charter for public enjoyment. Each such area are designated as (R) Recreational, and based on its existing and established use. As such these areas are for the exclusive uses as presently intended. Lands included in this designation include: Welling Field, Norshaft Little League Field, Norshaft Lions Playground, Grade School Playground, Lake Paran swimming area, Lake Paran fishing access, the Sculpture Park next to the Post Office and, those mini areas collectively known as Village Green Spaces: Veteran's Memorial Park, Houghton and Depot Streets, Prospect Street (two) and upper Water Street. A prime and important future candidate to become a future park area is the area along the Walloomsac River bank.

POLICIES:

1. Encourage various types of recreation facilities compatible in each area and which are either operated by a public entity or by a nonprofit corporation.
2. The facilities noted are intended for public use and generally include swimming, picnicking, fishing, skating, cross country skiing, hiking, nature preserves and trails, cycling-jogging-walking, education, historical tours, special events such as cultural-art-shows and musical events, local artist sculpture displays and similar activities.
3. Construction activities and facilities shall take into account the need to protect natural resources and scenery and sound environmental practices. Resource management such as agricultural gardening and forestry are compatible uses.

5.16 SUPPLEMENTAL PERFORMANCE STANDARDS

In addition to the foregoing residential and other district policies, the following standards generally apply to all development.

Density: A level of density compatible with land suitability to support a project should be maintained. While zoning prescribes an overall density scheme, not all land has the same development potential. All development must carefully assess land suitability.

Natural Condition: Natural features of the land including terrain, natural ground cover, trees, wetlands, rock ledge and natural or unique features should be integrated in the preliminary site planning stages.

Settlement Pattern: New development must carefully be integrated into the Village. This requires sensitive integration and fit in the built-up compact area as well as in the outlying rural countryside. For example, grid/cookie cutter conventional subdivisions would not be consistent with this standard in the rural areas. Single home, multi apartment houses, and PUD have to be at a scale so as not to overwhelm their surroundings.

Infrastructure: Utilities and roads should be sited in a manner that provides the least possible intrusion, especially in the open undeveloped portions of the Village. Under ground placement of electric and phones lines where feasible.

Slopes: Development should be carefully planned on slopes that are greater than 15%. Where natural slopes exceed 20% no development nor associated improvements should occur.

Natural Ridgelines and Hill Profiles: Natural ridgelines and profiles are important natural assets of the Village; (Bingham Hill and McCullough Woods, to name two). The siting of permanent construction must be done in a manner to mitigate any aesthetic impacts that might result. Ridgelines and hill profiles are not necessarily higher elevations in the Village, but could include the natural ridge profile around Lake Paran, for example.

Water Supply and Sewer: Development should be supported by adequate water supply and sewerage disposal. On-site sewerage and water supply systems must obtain required local and state permits.

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Erosion Control and Earth Modification: During construction, builders should follow state and Natural Resource Conservation Service conservation practices to minimize erosion and impacts on natural drainage patterns. Such work should avoid filling of natural drainage areas, wetlands, flood plains, and other fragile environmental areas.

Site Planning and Design: Projects must assess the viability of creative site design techniques such as clustering to maximize protection of special resources identified in the plan. Relationships to adjoining properties shall also be considered.

Traffic and Access: Safe and suitable access is required as is storm water drainage from connecting roads and driveways. Projects should avoid excessive curb cuts along Village roads. Projects which generate traffic must have road capacity, safe and efficient access, or a new road must be available. Note, however, that a goal of this plan is to maintain the existing Village road system versus the creation of new Village roads.

Major Development Projects: The subdivision of land should be subject to special review procedures as provided for in PRD's (Planned Residential Developments) or PUD's (Planned Unit Developments) as appropriate to the proposed development. Foremost, are Feasibility and appropriateness for the area. Such projects shall take into account special resources as identified in this plan. Additionally, rather than simply dividing a tract area by the zoning density factor, consideration should be given to net density. Net density and development potential is determined by netting out those land features having severe constraints for construction: wet lands, water bodies, steep slopes- 20%+, rock ledge, and floodways.

6.0 HISTORIC PRESERVATION

6.1 ROOTS AND SHORT HISTORY

The Vermont Division of Historic Preservation prepared a detailed survey of historic structures and places and subsequently submitted the North Bennington Historic District for nomination to the National Record Register. In 1980, the District was officially entered. This Section 6.0 of the Plan recognizes the importance of the District and identifies some Policies to protect historic values. The following are excerpts from the original survey work, which describes characteristics of the District. Additionally, a complete list of each site is included in the Appendices section of this Plan. Sections 5.10, 5.13, and 6.1 of this Plan, are descriptive of architecture and history of the Village. One gets either a sense of admiration, or perplexity, for the people who designed, built, and lived here. In building their homes, stores, and places of business, attempts to create a sense of pleasure to the eye as well as comfort for the body are evident. The individuality of the builders is evident in the mixing of different periods and styles within buildings attests to this.

The North Bennington Historic District encompasses the principal commercial and residential areas of North Bennington comprising 178 buildings of architectural or historical significance. Along its north edge, the settlement (and historic district) overlaps the village boundary into the adjoining township of Shaftsbury; buildings #1 - 10 of the historic district stand in the latter township but are considered unofficially part of North Bennington Village. For some unknown reason, the Paran Creek valley was not included in the 1980 Recording in the National Register. There are several structures that would qualify for inclusion.

North Bennington retains nearly intact its nineteenth century architectural character. Vernacular interpretations of the Greek and Italianate Revival styles predominate, overlaid in some cases with decorative elements from later styles. A few examples of other styles are interspersed, including Federal, Gothic Revival, Second Empire, and Queen Anne. A small number of twentieth century buildings include an example of Georgian Revival style.

Gable-roofed buildings of domestic scale constitute the characteristic building form in the village. Most are constructed of wood; a few are of brick (generally the larger institutional buildings), while only three stone structures (including a bridge) exist in the historic district. A majority of the buildings are painted white, with contrasting trim.

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A distinctive ornamental device appears on many of the village's numerous slate-roofed buildings. An extraordinarily high proportion of these roofs – both on principal buildings and barns or sheds – display alternating bands of implicated shingles arranged in various patterns. The incidence of this ornamental device suggests that the same local craftsmen were responsible for slating many of the roofs in the Village.

The railroad that dominates the north section of North Bennington Village (now known as the Vermont Railway) traverses western Vermont. In 1998 the State of Vermont bought the trackage and right of way going West from North Bennington to Hoosick Junction, a distance of 7 miles. The track, has not been in use recently. In 2000, the upgrading of the trackage began in earnest with the object of restoring Amtrak Service between North Bennington and New York City. The line from North Bennington runs toward the New York border west of the village about 7 miles to the Hoosick Junction, to the Guilford Company's Rails, then another 23 miles further West to Mechanicsville where it connects with Delaware and Hudson Amtrak trackage and travels down the Hudson Valley and eventually into Penn Station in New York City. Future planning includes the rail service to be extended as far North as Burlington, Vermont. Mention has also been made for the study of commuter rail use from Albany, NY to an undetermined point northward.

The Bennington village branch spur joins the Vermont Railway's north - south trackage in the small switching yard that exists in North Bennington. While the line to Bennington proper is not in the current upgrade plan, there are several potential industrial sites that could be served by the Bennington spur. There is also a group working on developing at least a portion of the right of way to North Bennington as a bike and walking trail. The freight house, at North Bennington, still in existence, and on the registered Historic Preservation list, is badly in need of restoration and ongoing maintenance. It is now used as storage by a local feed company. The freight house stands to the northeast of the North Bennington passenger depot. The depot is now converted to use as the municipal offices of the village. A portion of the historic passenger depot is reserved for use as the future railroad ticket office for Amtrak and the Green Mountain Railroad. In 1999, during the summer months, the Green Mountain Railroad Company began running excursion trains between North Bennington and Manchester, Vermont.

The village Trustees have secured several Grants to further improve the parking lots and grounds landscaping in the passenger Depot's vicinity as well as restoration maintenance work on the station itself. Awaiting future preservation efforts are trackside coal and tool sheds, which will further add to the historical ambiance of the immediate area. While the freight house is now used by a local Feed Company for storage, its condition should be professionally surveyed and recommendations as to its restoration or at the very least, the recommended efforts necessary to prevent further deterioration. The building's outside cornices are badly in need of repair. A first step would be to come to an agreement as to the worth of the freight house to the railroad. Then a search for restoration Grants undertaken.

North Bennington achieved the pinnacle both of its architectural development and its commercial and industrial expansion around 1880, the year also marked by the construction of the Second Empire style train depot. By then the historic district had been almost completely developed. Numerous mills and workshops concentrated at dam sites along Paran Creek employed hundreds of persons. Many stores and offices, two hotels, and various craftsmen's shops contributed to the activity along Main Street. Within the same decade, much of this same activity began to recede in 1894. When major fires destroyed the large shoe factory at the foot of Main Street (Present location of the McCullough Free Library at Lincoln Square) and much of the Main Street commercial center north of Houghton Street, half of the area was never rebuilt (now the Main Street Veteran's Park).

Successive fires, demolition, and economic changes have further depleted the village's nineteenth century commercial and industrial buildings, and some of the remaining ones have been converted to other uses. As a result, the village has become predominately a residential community. Detached single family houses account for the majority; there are also a sprinkling of duplex and multiple apartment buildings reflecting the historical need for worker's housing. The latter is represented more archetypically by two surviving complexes of mill houses, "Brick Row" on Greenwich Street and the early nineteenth century group of wooden homes on Sage Street.

At the other end of residential spectrum stands the extravagant Park-McCullough mansion at the southwest corner of the village, now adapted to a historical museum and cultural center for the village.

Commercial buildings along Main Street share the Greek Revival or Italianate characteristics, materials, and scale of the predominate residential buildings. Only three brick commercial blocks exist in the historic district, and they represent three disparate fashions of commercial architecture spanning the latter seventy years of the nineteenth century. They range

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from circa 1833 Greek temple of commerce, now Power's Market; to the elaborate High Victorian Italianate style, Merchant's Bank built in 1864; to the plain commercial style Dwyer Block of 1903.

The few surviving industrial buildings in the historic district represent a variety of enterprises and building types, none remain in their original use. The stone constructed mill complex at Lincoln Square and Prospect Streets was a grist mill, briefly the add on site for a village jail and, later converted by Stark to a paper mill It for a time also housed the Trustee Chairman's office. Currently now converted to a residential complex of seven condominium units. It is the only surviving example of a early nineteenth century waterpower mill of the type that gave North Bennington its industrial character; this mill was constructed in 1833 on the site of the first mill in the village (built circa 1770 by Joseph Haviland or Moses Sage). Situated next upstream on the Pleasant Street side, stands the Walbridge Red Mill now used for the manufacture of hooked rugs, and an architects office. Its original purpose being was the manufacture of stereoscopic items so popular in the latter part of the nineteenth century. The manufacture of stereoscopes was carried on in several of the early buildings of North Bennington as well as at the Red Mill. A third mill site along Paran Creek was near Sage and North Streets. This mill, constructed in 1850 may have been the first cotton mill in Vermont. It was destroyed by fire in 1913. The present basic three story brick factory was constructed in 1920. It was for years known as the Shea Mill. Shea was a pallet and furniture manufacturer. After the failure of Shea, it remained unoccupied for several years. About 1983, the building's next owner and tenant was the Arlin Brown Machine Company. Due to a lack of work, the Brown Company ceased operations about 1993. The village trustees recognized the need to refurbish and protect this historical structure as well as look for a viable tenant. In late 1995 and early 1996 the village applied for and received a Community Block Grant from the State of Vermont, Agency of of Development and Community Affairs In turn the village in 1996 entered into a deferred loan agreement with the Vermont Arts Exchange, a non profit organization, to undertake the work of refurbishing the building and bringing it up to modern building codes. The VAE's successful modernizing undertaking has preserved a historic building, while promoting many Arts and Community based projects for the enjoyment and benefit of villagers and the surrounding larger community.

For those further interested in village history, several sources are still available. "History Of North Bennington, Vt" by Herbert S. Walbridge, 1937. "Those Were The Days." 1970 a collection of old photographs of North Bennington.

Mill water power dams remain in place at four sites along Paran Creek. They no longer function as providers of power but provide ambiance to the village scenery and the small ponds they hold. The uppermost dam stands north of the Prospect Street bridge and impounds the water as far north as the bridge at North Street. The second dam at the former Stark Paper Mill now know as Haviland's Privilege, was rebuilt with concrete in 1913 and presently impounds a small pool. The third dam is not too visible, it is part of what is now known as The National Hanger Co. The fourth and final downstream dam is at the north end of the Bennington County Industrial Corp. (BCIC) This building, as well as the National Hanger complex have had varied and important careers in the industrial History of the village.

All these dams true value is in their aesthetic impressions upon the village's ambiance. None of these dams have been professionally inspected in decades. Silting is increasingly a problem. In July of 2000, after a severe downpour, Paran creek forgot its normal placid self and rampaged down the valley causing damage to at least one industrial plant along its banks. It is prudent that a study be undertaken on the safety and future of this waterway. Paran Creeks' rare rampage has not to date qualified inclusion as part of a flood plain. as most of the sudden deluge came off the bordering valley hillsides. Unfortunately, that occurrence "didn't count" in alleviating the casualty loss experienced along the creek. In December 2001, The pond at the BCIC was lowered to exposed the muddy bottom of the pond. This lowering was necessary so the sluice gate could be repairs and the Mill's fire pumps could be cleared and repaired. The pond quickly refilled up with the closing of the new sluice gate lowered. This same problem may well exist at the next dam further up the creek .

Surviving buildings in the North Bennington Historic District appear to be well maintained and in surprisingly good condition. Several have been altered by removal of porches and ornamental details. A book (mentioned earlier), "Those Were The Days." edited by Elizabeth Dwyer, then editor of The Bennington Banner, was published in 1970, and gives a pictorial view of the village, its homes farms, factories and people of an earlier era.

Some thoughts and a committee study should be devoted to extending the Village Historic District south as far as the Stone Church. The present day historical worth of the church would have to be carefully studied. It was built in 1836. At least two studies have been undertaken in the recent past on the merits of at least stabilizing the church structure. Cost estimates were in the \$200,000 - \$300,000 range, a sum difficult to justify today. To fully refurbish the building up to code

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would require considerable additional funding. The building itself is a defrocked church, and now privately owned. There is little land available for parking on the site and no realistic or suitable acceptable use seems on the horizon. The raised land on which the church now stands acts as a monument to itself. Unfortunately, it also a visual impairment to traffic traveling south on Water Street (67A). Cars trying to exit Hillside street or coming from River Road cannot see oncoming traffic until it is almost upon them. Traffic studies indicate a new Paran Bridge and intersection is needed. The East side of Water Street is zoned industrial. There is a 2002 Master Plan proposal to rezone at least some the the parcels on the West side of Water street to a VC district from its present VR district.

“The History and Development of North Bennington Vermont,” by Herbert S. Walbridge published in 1937, contains much early history of the Village. The Park McCullough Historical House Assoc. has a oral history collection gathered from several long time village residents. If you don’t know any “old timers”, your first stop would be the McCullough Free Library at the corner of Main and West Streets. There is also a History Room at the Bennington Free Library in Bennington Town. The Bennington Museum, up near Old Bennington may help those with a genealogy quest

6.2 NUMBERED STRUCTURE IDENTIFICATION WITH THE HISTORIC DISTRICT MAP

The North Bennington Historic District was surveyed and was accepted for inclusion in the National Register of Historic Places under the Federal Historic Preservation Act of 1966. Earlier representations of historic streets and structures existed from a survey done in 1974 by the Vermont Division for Historic Preservation. The present Historic District comprising approximately 112 acres, includes the Village core, and a portion of the Town of Shaftsbury known as Upper Main Street and Greenwich Avenue. This area in Shaftsbury Township, is a component of District 1 and is part of the North Bennington Graded School District. The identified historic structures presented in the Appendices section, come from a variety of sources, none of which, by themselves were complete. Local residents and the Vermont State Division of Historic Preservation shared the work of compiling the list and fleshing out the individual structure histories. Unfortunately, no record exists of the local folks involved so credit can’t be given where due. On the State’s side, Hugh H. Henry and Terry Winters under the supervision of Chestier H. Lies, appear to have done much of the legwork and photographic renderings of the structures as they existed in 1974 – 1980.

A complete set of the photo negatives of the village taken at that time is in the Vermont Historical archives maintained in the Vermont Secretary of States offices. Mr. Gregory D Sanford is current State Historian, (Year 2002).

The Town of Bennington Office on South Street in Bennington, Vermont 05201 obtained a Grant in the early 1990’s to photograph and research a short history on each of the buildings within the town over fifty years old. The file, in several binders, is maintained by the Town’s Director of Community Affairs and Improvement. In the year 2002 the Director is Mr. William Cloven.

The Bennington Free Library located on Silver Street in Bennington also maintains an area historical reference room. Inquire at the library desk for hours the room is open.

The Bennington Museum Archives hold interesting and little known facts. The current years (2002) librarian/archivist/biographer is Mr. Tyler Resch c/o The Bennington Museum, West Main Street (Route VT 9 West)

POLICIES RECOMMENDATIONS:

1. A study undertaken on the source of increased silting in historic Paran Creek and courses of action to eliminate the problem. Silting is a potential hazard to the dams if not tended to.
2. Request a Vermont state Dam Safety inspection and assessment of all the dams on the creek in historic Paran Valley. Other the Lake Paran dam, no lower dam inspections have taken place in the past 20 years.
- 3 Investigate possibility of dredging the Paran Ponds. At the very least get a statement as to what the Army Corp. of Engineers may have to say.
4. Update, elaborate, and catalog the Historic photo collection and extended histories pertaining to the buildings and lands within the entire village boundaries. If possible a local Grant could be obtained to have copies made of all the 1970s photos now in the Vermont Historical Archives in Montpelier.

SECTION 7.0 TRANSPORTATION

7.0 TRANSPORTATION

Public transportation is limited within the region. Freight goods can be moved and removed from North Bennington by rail and truck. There is no rail passenger service at this time. However, efforts to restart Amtrak Passenger Service are taking place. (Refer also previous Section 6.0) Smaller package deliveries are handled by the U.S. Postal Service, United Parcel, Federal Express, Roadway Package Service, AirBorne Express and several other air freight concerns. Taxi livery is available. Vermont Transit and Greyhound Bus Lines have services running North, West, South and East from a bus terminal located in Bennington proper. The Green Mountain Transportation Service run by the local Red Cross chapter has free bus service from Bennington to Rutland several times a day. The bus also schedules North Bennington as a stop when trains arrive at the Depot. Most people moving is accomplished by personal vehicles, bikes, or walking. Limited air services are available at the Bennington State Airport. The nearest major airport is located in Albany, NY, 50 minutes away.

7.1 ROADS

Main highways leading to the Village are: from the west, New York's Route 67; from the south, (Bennington) Route 7A (Northside Drive) to VT Route 67A; also known as North Bennington Road and from Shaftsbury, State Route 67. While residents don't consciously think of the main Village streets as a major highways, Water Street, is also Route 67A. From Route 7A in South Shaftsbury to Main Street, North Bennington, Route 67 continues West to North Hoosick, NY. These are major thoroughfares to points west, south, and north. Routes 67 and 67A are arterial roads and are State highways. The Bennington Bypass now under construction (In 2001-2002) do not yet effect traffic through our village.

The Village roads are a community resource. They provide the ease of transportation so necessary in our daily activities. The Village Highway Department under the direction of the Trustees maintain our system of roads. Minor repairs are undertaken by the highway department. Major work such as widening and resurfacing is undertaken by outside contracting by the Village.

The aesthetic appearances as one approaches the Village Center from the south Water Street has improved in the recent past. Two major Manufacturing Plants have made considerable positive efforts to beautify the road front of their buildings. Collectively the Village in partnership with the other property owners along this stretch of road, should discuss how best they can contribute to improving their frontage on Waters Street. A revitalization of roadside tree plantings could be one of the considerations. While Water Street has been mentioned as a example, the other streets of the Village should not be ignored when considering landscape improvements. Currently the village government does not have the funds to plant and maintain trees and shrubbery on private property Research into Federal, State or Private Foundation Grants is an area to be pursued. These mutual undertakings (Public and Private.) require the property owners be willing to properly take care of plantings.

Road System

The road system is composed of State and Town public roads, and several private roads and rights-of-way.

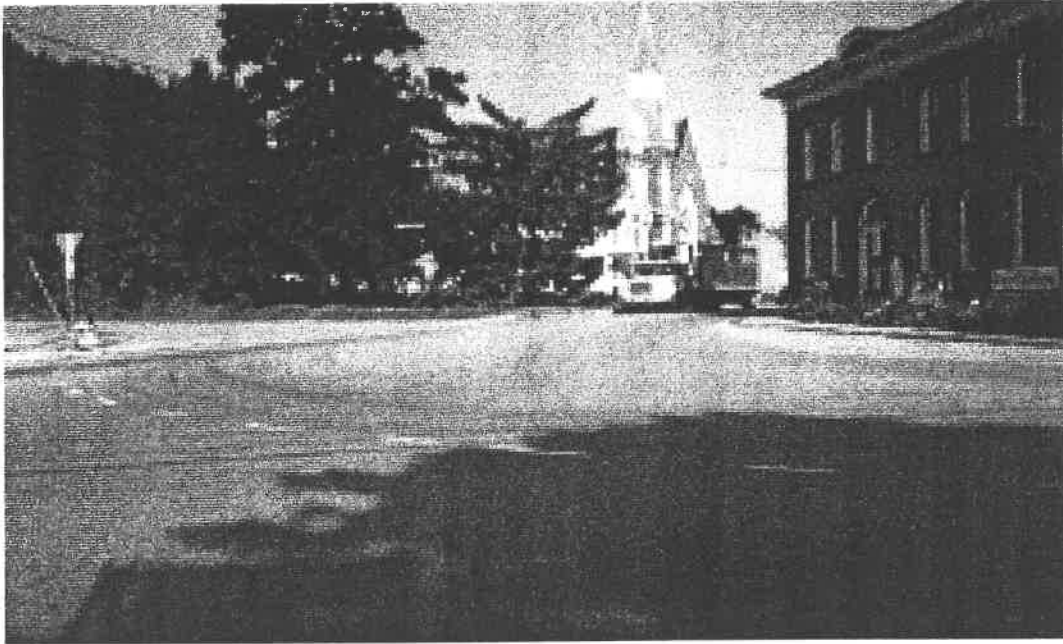
Public Roads

Routes 67 and 67A are arterial roads and are State highways. Arterial roads carry heavy volumes of traffic and are used primarily as a connection between communities. Arterials are characterized by moderate operating speeds and good levels of service. Traffic movement is the primary function, and property access is secondary. Access management is an important consideration to preserve traffic carrying capacity. The increase in large truck traffic is of concern to residents of the village. Trucks are getting longer and their noise pollution, use of jack or air brakes and, quite often there is the further distraction with ground vibration. Better cooperation with the state is necessary to add a greater measure of control. Much of this traffic is not local. It is hoped with the opening of the new Bennington bypass, some alleviation of this problem will occur.

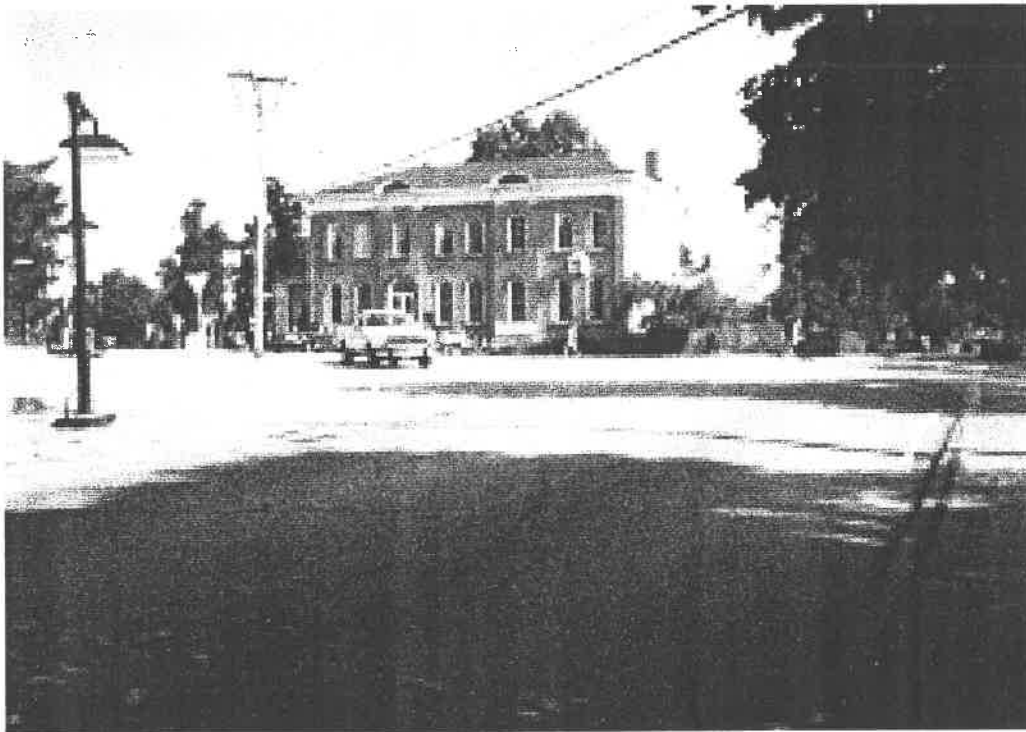
Since Routes 67 and 67A serve as arterials, there are conflicts in the Village Center where these roads meet. With its condensed land uses, multiple curb cuts, and stop and go residential vehicular and pedestrian traffic, the Village Center in North Bennington presents a dilemma for those large trucks, commuters, and travelers who wish to get to their destination as quickly as possible. Observation of traffic indicates vehicles travel at excessive speeds. Resulting noise and vibration and its effect on our roads and homes by heavy vehicular travel is an ongoing a concern. The advent of Bennington's New Highway Bypass will alleviate some of the vehicular traffic in the Village Center, and corresponding traffic problems.

The remainder of North Bennington's public roads are local streets, which serve residential homes. Local streets function as low speed, short trip, and low volume traffic movers.

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The Village Center in North Bennington, where the Route 67 and 67A road Arterials meet, presents a dilemma for large trucks, commuters, and travelers due to conflicts with condensed land uses, wide and multiple curb cuts, stop and go residential traffic, and pedestrian use.



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Statistics relating to roads of North Bennington in 2002

North Bennington Village Roads, by class — 2002

	Class <u>1</u>	Class <u>2</u>	Class <u>3</u>	Class <u>4</u>	State Highway	TOTAL MILES
Road Mileage 2002	1.667	.080	8.000	.000	.485	10.232

Dollars figures for state aid have increased gradually, now in the \$25,000 category. The Class 1 Road mileage dropped in the 1990's to 1.667 miles, 0.214 miles being transferred to State Control that section also know as North Bennington Road - Vt. 67A at the southern end of the Village. This short stretch also included the highway bridge over the Paran Creek.

Public roads in the Village of North Bennington per classification are as listed:

CLASS 1 ROADS:

Bank Street (Route 67 West) to the Town of Shaftsbury line. Toward North Hoosick, NY
 Main Street (Route 67A lower and Route 67, upper)
 Water Street (Route 67A) From the Paran Creek bridge North to the juncture with main Street at Lincoln Square, continuing on Main Street to the Town of Shaftsbury District One line.

CLASS 2 ROADS:

Bank Street Extension (Known locally as the White Creek Road)
 (Route 67 West to Shaftsbury Town line)

CLASS 3 ROADS:

Church Street	Hall Street	Lake Paran Road	Overlea Road
River Road	College Road	Harlan Road	Mattison Road
Park Street	Royal Street	Depot Street	Hillside Street
Mechanic Street	Pleasant Street	Sage Street	Frederick Street
Houghton Street	Nash Street	Polygraphic Lane	School Street
George Street	North Street	Prospect Street	West Street
Scarey Lane	Susan Taylor Ln (upper Royal Street)		Scarey Lane

Public Roads and Associated Maintenance

The Village of North Bennington roads are either macadam or surface treated (oiled) gravel. The only exceptions are .24 miles of Lake Paran Road and 1.02 miles of Park Street. These are dirt graded. In addition, Park Street is designated as a scenic road to be preserved with its dirt surface as a historical reminder of what Vermont roads once were.

Observations of the Class 3 Roads within the Village 8.000 miles) indicate some needs are not adequately addressed. Village roads, particularly in outlying areas are in need of renewed crowning and resurfacing. Park Street, while designated a scenic road has its own unique problems. Yearly road grading leaves a less than ideal solution for this road. After grading, the roadbed surface often contains much loose surface stone, some of fair size. The danger to vehicles and pedestrians is much the same as with the potholed stretches that grading temporarily smoothes out. The same problem keeps reoccurring.

In discussing the Village transportation network, roads should not be the only consideration. Storm drainage, and stone curbing are factors. While the Village has some sidewalks, the walking surfaces are neither consistent nor of a uniform quality. The Village has a sidewalk improvement plan that include uniform standards of construction within the Village as well as the outlying streets. Proper base work as well as quality surfacing will provide a safe, durable walk with easier maintenance.

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Private Roads :

There are several lanes within the Village that came into being as rights of way to various properties. These are listed as follows:

Private Rights Of Way, Lanes, Alleys and Roads

Depot Street (off upper Main Street ,VT RR property)
Kendall Rich Lane (off Hillside Street)
Lever Road/Sweet Road/Morris Heights (forms a circle off Water Street)
Bromley Lane and Honeysuckle Lane (both off of College Road)
Ed Corey Lane (off of Overlea Road)
Haviland Privilege Circle
Homestead Mews and Homestead Greene (both off of Route 67 at the west end of the Village)
Matt Drive (off Overlea Road)

Maintaining, snow plowing and, grading private rights of way are not considered within the village's responsibility. Only in extreme circumstances does the village snow plow rights of ways or lanes and only if time permits and municipal equipment is not endangered by such efforts.

Depot St. the only exception, officially is owned by the State of Vermont. and is a leased property to Vermont Railway, it is plowed by the Village. The Village offices are located on this street, the road leads to State lands, and it has a black top surface. The Village should work towards obtaining the outright ownership so it can be designated a public road of the village.

Roads, as part of any subdivision proposals, require coordinated efforts of the Trustees, Planning Commission and State Highway Department to insure proper placement, egress, and construction, drainage, road widths, walkways, sub base and top surfacing, reliability and ease of maintenance. This should be a prerequisite before such roads can to be considered for acceptance as part of the Village system.

7.2 PARKING

The street system within the Village core is well established. Due to the close density of structures on both sides of the main streets, roadway widening is not a practical undertaking. Parking in such areas often constricts the flow of traffic. Short of creating a one-way street system, we find it necessary to live with it. Off street parking and proximity of properly designed and maintained public parking appear to be the most reasonable solution. Parking is permitted only on one side of upper Main Street from the Veteran's Park North to Depot Street. The practicality of curbing and sidewalks on the class 2 roads within the village has to be determined on an individual basis when those streets are refurbished.

Parking, the perennial problem, is no longer adequately addressed in the Village Zoning Bylaw. It never really was. Constraints in the layout and width of village street predates the coming of the automobile and trucks as principle modes of transportation. Ingenuity and determination in designing public parking areas on Village property should be professionally developed and publicized. The allotment of curbside parking to various business establishments presently exists as an overlapping of granted Zoning Variances. All businesses in fact, compete for the same parking spaces. That the peak time need of each does not coincide is helpful. This is poor practice indicating changes are in order. No viable solutions have presented itself. Perhaps within our Village, there lives an individual versed in the study of traffic patterns, flow and innovative parking ideas, who will step forward, make a study, and offer timely suggestions.

Our main concern is from lower Main Street at Lincoln Square and traveling northward to upper Main ending at Depot Street. At the southern end, completion of the parking lot next to the firehouse, and a redesign of Lincoln Square, restricting the entrance to Prospect Street and increasing the parking availability and landscaped buffer zone, would add parking convenience and atmospheric ambiance to that Village entrance. At the northern end, Depot parking appears adequate at the present, but needs to be configured for future rail service passenger connections use. Resurfacing and space marking as well as extending the landscaping (including trees) along Depot Street will be undertaken in 2002.

In addition, possible open spaces and their ownership also need to be investigated. Open land behind Paulin's has been suggested as one such possibility for municipal parking. However, there are indications to future construction and additional services being considered by Paulin's this indicates use of the land for building and additional private parking expansion for the business already there.

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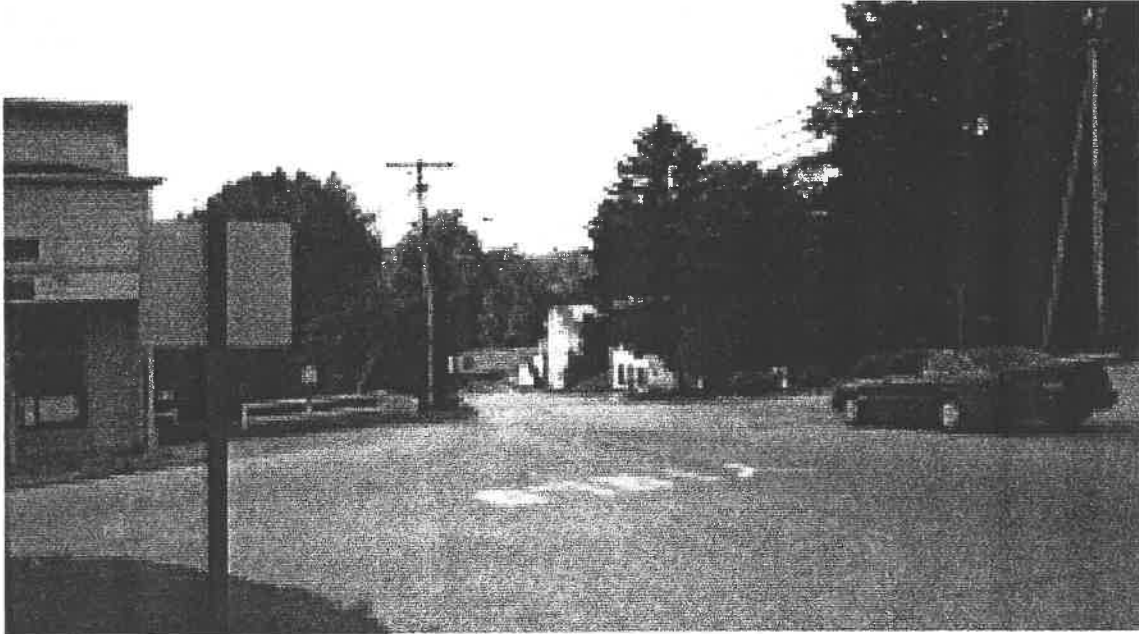
Public parking areas on Village property should be professionally developed for efficiency and aesthetics. Additional public parking space is needed to subsidize lack of curbside space near local businesses. This view shows the area behind the Village Firehouse off Prospect Street.

The Village advocates shared parking and uses the Zoning Bylaw as a mechanism to allow shared parking for uses demonstrated as compatible. For example, a bank parking lot is empty during evening hours, but could be considered to meet the parking needs for a restaurant with evening hours. A church parking lot may be used primarily during selected hours and days, and could be free for employee parking of a local business. On the surface this would work. However there is the matter of ownership liability. Cooperative businesses have to consider sharing insurance costs for dual used parking areas



Depot Street is not a public road, but it has been resurfaced. Parking on one side may have to be allowed if the depot parking lot overflows due to passenger rail traffic. Parallel parking space markings, street lighting, and street tree and landscaping improvements to enhance the area would be appropriate.

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Top photo: We are looking south toward Waters Street. The camera is at the pump island. A redesign of Lincoln Square by restricting the entrance to Prospect Street, could increase parking space availability. A landscaped (low growths) buffer zone eliminating the "Y" to main Street. Extending the landscaped buffer zone Northward along Main street wide enough for a few trees and shrubs would further the ambiance atmosphere to Lincoln Square. Bottom Photo: Looking North on Main Street toward Bank Street.



7.3 BRIDGES WITHIN THE VILLAGE:

B-71 Prospect Street at Pleasant Street

B-72 North Street at Sage Street

B-73 Bennington Road near ChemFab Corporation and Scarey Lane (Taken over by the State in 1990)

Since we have our own highway department we are responsible for the maintenance of two bridges within the municipality. Of the bridges listed above, only B-71 and B-72 are of concern to us now. In June of 1990 B-73, the bridge over Paran Creek came under State control.

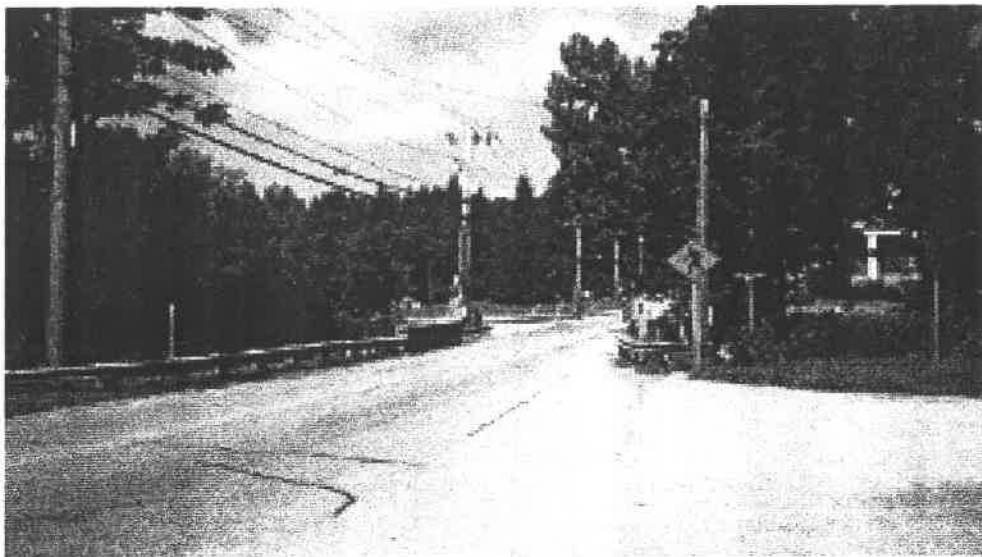
B-71 Bridge: Prospect Street at Pleasant Street

Levi Gould constructed this one span stone arch bridge in 1876 to carry Prospect Street over Paran Creek. During the middle twentieth century, the bridge was completely encased in concrete, thereby concealing its original appearance. Five bar railings supported by cruciform iron posts remain in place to protect its road and walkways. Bowing to age and modern times, in 1990, a guardrail system was installed to protect the old iron. This bridge is listed as #128 on the Historic Register.

B-72 Bridge: .North and Sage Streets:

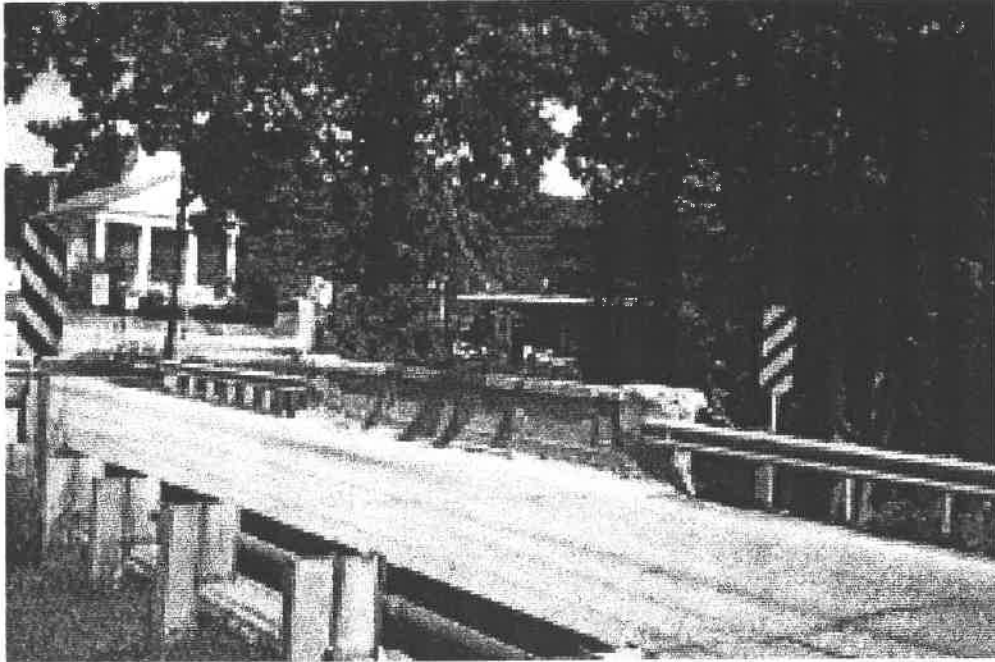
This bridge carries North Street over Paran Creek. In 1983 the old pony truss bridge was closed due to it weakened condition. Replaced, and reopened in 1984, it was rebuilt with new iron under beams, a concrete deck, and guardrails. Only the stream side stone abutments underneath remain and are used to carry the new structure. Their historical value is presently dubious. The old bridge, listed on the Historic Register as # 163, was a one span pony truss possessing double outside walkways. It was one of the last examples of its type in Vermont. Its date of construction is not recorded. However, traffic on Sage and North Streets is noted in 1857-58. Records do not exist for any prior bridges at this site.

The State took over responsibility for an additional 0.214 mile (1,130 feet) westward to include the present old bridge over Paran Creek. The exchange in Road Class mileage is reflected in the earlier chart on page 47. A caution light is installed on the east side of the Paran Creek bridge as a safety factor for pedestrians walking over to the parking lot. A new bridge over the Creek was in the planning and design stage. A recent inspection in 2000 indicated that because the bridge itself is structurally sound, it is not a high priority for rebuilding or replacement. The bridge is narrow, the concrete is crumbling and the side walk had to be rebuilt. there is a 90 degree turn to be made to cross it, and there is a moderate influx of residential and includes heavy industrial traffic just to its northwest. All efforts regarding the status of this bridge should be regarded as band aid work. The bridge's reconstruction should be reentered to the states priority list.



The bridge (B-73) crossing the Paran Creek on Route 67A We are looking East toward Bennington The road, 67A, on the further side of the bridge is also sometimes referred to as North Bennington Road The former Saint Gobains building (ChemFab) is on the left out of sight.

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Another view of the bridge B-73 over the Paran Creek. The view is looking Northwest. The old Stone Church at the foot of Hillside Street is shown in the Background. To the right rear, not visible, is the entrance to Scarey Lane. The egress from Scarey lane is considered dangerous for exiting traffic.

A village ordinance specifies a right turn only on to Water St. when leaving the lane. This means people wanting to go to Bennington have to cross the bridge and make a U turn to head East.

7.4 PUBLIC TRANSPORTATION:

Air Travel

Limited air services are available at the Bennington State airport (W. H. Morse Airport). The nearest major airport is located in Albany, New York, 50 minutes away.

In today's commercial quest for more timely delivery of goods and information, many businesses turn to air delivery. The William H. Morse Airport is located in Bennington Town proper. From North Bennington it is a eight minute drive.

The W. H. Morse Airport is characterized as a feeder airport. Federal Express, United Parcel, and Air Borne Express do not use this airport as it is more economical for them to fly into and out of the Rutland State Airport.

The Bennington State airport has recently been upgraded with a larger hanger complex, improvements in runway length and pavement. There is no tower operation at this time. Runway lights are activated by incoming aircraft during evening hours. The normal operation schedule is from dawn to dusk.

Current recommendations are that the airport be maintained for air cargo, corporate, and recreation (light plane) operations. The runway and plant facilities are not appropriate for military use except in emergencies. Beginning in 1999 and continuing into 2002, several well publicized planning meetings were held. Expansion of the airport services and runway extensions were discussed to qualify for use by larger multi engine aircraft.

In 2002 The Vermont Agency of Transportation presented plans for runway extensions. Concerns have been raised as to the need and expense of the project. Future economic benefits to the town would surely come. The expansion Project is imperative to Bennington's continual quest for economic growth.

Business Air, a local company, operates multiengine commercial craft. There are also about 24 single engine aircraft on site. Major airframe and power plant repairs can be undertaken on planes that can safely use the runways for takeoff and landing.

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Bus and Taxi Service

From Bennington, Vermont Transit supplies scheduled bus service north and south along VT State Routes 7 and 7A. Limited bus service east to Brattleboro, also northwest to Hoosick Falls, New York is available. Vermont Transit in conjunction with Greyhound lines, services to the Albany, New York area including stops at the Albany Amtrak station. Greyhound services New York City and the rest of the nation. Bus transportation is also available eastward to Boston, Mass. and other points south and east by Bonanza Bus Lines.

Taxi livery is available from Bennington. Also, taxi service is also available in North Bennington. The Green Mountain Chapter of the Red Cross runs a bus schedule that would add train station arrivals and departures to their schedules.

The railroad dominates the north section of North Bennington Village (now known as the Vermont Railway) traverses western Vermont. In 1998 the State of Vermont bought the trackage and right of way going West from North Bennington to Hoosick Junction, a distance of 7 miles. The track, has not been in use recently. In 2001, the upgrading of the trackage began in earnest with the object of restoring Amtrak Service between North Bennington and New York City. In 2002, Vermont State and Amtrak were still discussing the final details. Service was expected to start in mid year. However Amtrak, developed political and financial problems. The line from North Bennington runs toward the New York border west of the village about 7 miles to the Hoosick Junction, in NY, then onto the Guilford Company's Rails, going West 23 miles to Mechanicsville where it connects with Delaware and Hudson's Amtrak trackage traveling down to Albany continuing down the Hudson Valley terminating at Penn Station in New York City. Initially train service is envisioned as only going to Manchester Center and then returning to New York City. Future planning includes extending the rail service to Rutland, then to Burlington. The train trip from North Bennington to Penn station in New York City is expected to take three and one half hours.

The Bennington village branch spur joins the Vermont Railway's north - south trackage in the small switching yard that exists in North Bennington. While the line to Bennington proper is not in the current upgrade plan, but there are several potential industrial sites that could be served by the Bennington spur. The freight house, at North Bennington, still in existence, and on the registered Historic Preservation list, is badly in need of restoration and ongoing maintenance. It is now used as storage by a local feed company. A portion of the depot is used as the municipal offices of the village. The historic depot may be used as the ticket office for Amtrak and the Green Mountain Railroad. In 1999, the Green Mountain Railroad Company began running excursion trains between North Bennington and Manchester, Vermont.

Improvement of the railroad trackage in southern Vermont has been done to assure secure continual freight service as well as expansion to passenger services. In 1996 and 2000 Whitman's Feed Store expanded their grain handling facilities, an important link in their business. The rail availability on the western side of the state can not be over emphasized. The other current rail entrance to western Vermont is from Whitehall, NY to Rutland, VT. If something should happen to the Whitehall - Rutland link, the North Bennington route is well positioned provide for the additional needs that may arise.

Pedestrian Movement

The Planning Commission encourages continued study on the feasibility of a Greenway/Pathway Trail System within the Village. Presently, (year 2002) the town of Bennington has under advisement several routes that lead to and through North Bennington. A major portion of those proposed bike / pedestrian pathways lie within the town's borders. North Bennington should comment and cooperate on any suggested routes within the village. The Bennington County Regional Commission (BCRC) Master Plan, 2001-2006 issue in their transportation segment contains a study of pathway connections between Bennington and North Bennington with rail to trail, rail with trail, and Walloomsac River options.

The BCRC submitted a draft dated 9/15/00 on a Feasibility Study done by The Louis Berger Group on Water Street Sidewalk and Intersection Improvements. This also included proposed dangerous intersection treatments at the Lincoln Square and Old Stone Church intersections. Included was a U.S. Survey Geological Map indicating the various greenway proposals.

The Krone Optical Corp. Project included sidewalk construction on their road frontage which is consistent with the village's Water Street planning. The village's commitment includes extending the sidewalk continuity from West Street to Hillside Street. This capital improvement project is expect to get under way in 2002.

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POLICIES:

1. New roads accepted by the Village must meet planning and road construction standards, have the approval of the Trustees, Town and State (if appropriate). Only roads with black top surfaces will be plowed, the only exception is Park Street, kept by the Village as a historic scenic road.
2. Support the initiative to link both freight and passenger rail service from New York State through North Bennington to Rutland and to Burlington, Vermont.

RECOMMENDATIONS:

1. A formal written highway and sidewalk improvement plan with a three to five year time frame, along with yearly progressions and the estimated outlay, should become a part of the Village's Annual Report. It is one thing to suggest improvements, but the reality of costs that the Village taxpayers face each year have to be explained and understood by all.

At the Annual Meeting, residents should have the opportunity to consider the scope of the ensuing year's Plan segment. Segments should be so designed so that they can be deferred or substituted with another segment. An engineering study done in 1995-1996 contains recommendations for North Bennington's sidewalks, road speeds, and road redesign. These should be evaluated for their current appropriateness and use in North Bennington future capital plans.

2. With no acceptable alternate arterial highway in the offering, consider posting lower truck speeds within the Village. With strict enforcement, some alleviation of the noise and vibrations may be accomplished. Attempts to locally legislate a reduction in axle weight appears impractical due to its ties to State and Federal funding guidelines. However State Statute allows for municipalities to levy license fees on over weight trucks (Usually defined as over 24,000 lbs.)

The use of jake* braking without proper muffling or other forms of truck engine retarders within the village core should be discouraged. While properly worded warning signs can be posted at village limits, trucks can be stopped by police, but only a warning issued. There currently is no State law that can be enforceable to stop this nuisance. Trustees are urged to continue reminding State Representatives for help.

3. The junction at Bank and Main Streets poses a hazard with the large 53 ft. trucks allowed on Vermont's highways. A better solution than currently in place needs implementation here to alleviate turning problems and impacts on Village vehicular and pedestrian traffic.

4. Recently several situations have arisen in Planning and Zoning considerations regarding legal road widths and where Village ownership ends and where actual private property line exists for purposes of determining set backs for structures, signs and such things as fences. It is recommended that every legally accepted road within the Village be defined as to actual right-of-way in feet, and the point in the road where measurement is to start. An official roads map should be made available with the proper notations. It would be helpful if a fact sheet with all pertinent information be assembled for inclusion with the Zoning Bylaws. In order to accomplish this, it will be necessary to research land maps and Deeds as to when the roads were first accepted by the Village. (Or even accepted at all!)

5. Our roads are part of the personality of the Village. Each street acts as a reflection of its homes and inhabitants. Residents on each street should continue to be consulted on road improvements in their neighborhood. This reflection should be incorporated into Recommendation # 1. This is a two way proposition. People bring life to the village and the village by its existence nourishes that life.

6. In the past, roadside beauty was a hallmark of our Village. An ongoing program of tree planting on public and private lands would help bring back that serenity to our homes and streets. An equitable sharing of costs and care should be encouraged. Federal grant money funneled through the Vermont Department of Economic Development (which supplies matching funds) and passed on to the Town of Bennington, should be pursued by the Village Trustees for our share.

7. The Annual Village Report while stating the current financial status of the village, should also be viewed as adding another chapter in the ongoing history of the Village. A current year's log of comments by village organizations or committees including the Highway Department, on projects undertaken, completed and projected in the near term should be provided.

8. Public parking areas on existing Village property should be professionally developed and publicized. New municipal parking areas as well as potential private locations. Creative thinking often brings interesting solutions.

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9. The Zoning Bylaw need to reflect realistic solutions to parking needs, solutions needed included handicapped access, off street parking, and parking within certain property front setbacks. The Zoning Bylaw should provide a way for shared parking with compatible parking spaces uses. Referring to residential parking of registered and unregistered camper vehicles, the parking of these and other vehicles on the property including the parking, or maintaining of contractor's or other similar heavy equipment need to be addressed
10. Extend landscaping (including trees), resurface, and mark parking areas at the Village offices along Depot Street. Since these tasks are a multiyear projects allowance should in future Village capital planning for infrastructure. In November, 2000, the Village applied for a matching grant, which was approved, from the VT Agency Of Transportation for parking, paving and landscape improvements in the Depot immediate area This is expected to be completed in 2002.
11. Redesign the traffic flow and parking at Lincoln Square in North Bennington.
12. Continue active participation in the feasibility study (conceptual alignment) along Water Street done by the Bennington County Regional Commission (BCRC) so that street improvements will be eligible for future AOT funding.
13. In concert with Village residents, improve the entranceways into the Village to include tree planting and other landscaping. Specific references and attention to the Water Street corridor.
14. Devise a solution to the pot hole and loose stone problem that occurs on Park Street after grading.
15. Consider accepting Depot Street as an official village road if an accommodation with Vermont Railway can be made.
16. Verify road locations within the Bennington College Campus and correct Village Plan maps as necessary.

8.0 VILLAGE FACILITIES AND SERVICES

8.1 VILLAGE GOVERNMENT

Charter and Officials

North Bennington is an Incorporated Village. It was incorporated May 11, 1866 and also through acts of 1904 and 1921. General Assembly Act 238, State of Vermont sets out the original Charter. It was amended in 1979 to enable the Village to set its own highway tax rate. By Village wide vote on March 20, 1990, the Charter was again amended to pass control of the Water department to the Trustees.

North Bennington is governed by a board of five Trustees who are elected annually on a staggered basis and who elect their own Chairman each year. Other elected officials are: Moderator, Village Treasurer, Board Clerk and three (3) Auditors. The Tax Collector in recent years has been appointed in conjunction with the North Bennington Graded School District, to serve both units.

Utilities

North Bennington owns and operates it's own water system, which is nonpolitical and, prior to 1990, was administered by a self perpetuating board of five (5) water Commissioners. Charter changes now allow Village Trustees to influence appointment of Board members and fix their term of office.

Water is supplied within the Village with extensions into adjacent areas of rural Bennington and the Town of Shaftsbury. Also the South Shaftsbury Fire and Light District distributes water purchased from North Bennington. North Bennington residents receive a discount on their town taxes because of having their own water supply.

Planning and Zoning

The Village has its own local Master Plan and Zoning Bylaw which is administered by a Planning Commission, a Zoning Board of Adjustment and a Zoning Administrator. The Planning Commission and Zoning Board of Adjustment were separated into two distinct boards with different memberships in early 1990. The Planning Commission and, the Zoning

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Board of Adjustment have five members each and, are appointed for four year terms by the Village Trustees. Starting in 1999, the State of Vermont updated some of its Act 200 statutes to include the term Development Review Board, the Development Review Board or as the DRB as it is referred to locally. The DRB is in many ways is a recombination of several individual board responsibilities of the currently constituted Zoning Board of Adjustment and Planning Commission. The rationale being to improve the review process and shorten the time necessary to give applicants a quicker answer. The Zoning Administrator is appointed by the Planning Commission with the advice and final consent of the Village Trustees. The Zoning Administrator is currently is paid an hourly rate and works on a part-time. In addition to his duties of inspections, issuing Permits as necessary, enforcing the bylaws, helping residents understand and abide by the villages bylaws, the Zoning Administrator also is responsible to the assignment and updating of the Villages E 9-1-1 emergency response addressable house numbering system.

At some future point in time, the village Trustees may wish to consider the formation of a Development Review Board. This type of an entity existed during the earlier times when Zoning laws first became prevalent in Vermont. With the passage of Acts 200 and 250 and their defining the roles of what is planning and what constitutes zoning, resulted in two distinct sets of rules. It became confusing as to what hat was being worn at any given time by members of that old board. Thus duties were split and Planning and Zoning Boards of Adjustment came into being so as to eliminate some of the confusion, head scratching and, occasional turf disagreements. The state agencies now realize that recombining some of the responsibilities of Planning and zoning, faster responses in decision making and timing could occur. The land use regulations now encourage the newer board the role of the Planning Commission is narrowed to the responsibility for Master Plan writing and reviews and overseeing the writing of the Zoning Bylaws. The Zoning Board of Adjustment is folded into the DRB taking over the roles of reviewing site plans and variances as one ruling body

Duties of Village elected officials:

The Village through its elected officers, performs the following:

- Collects general and highway taxes. The tax rates are set based upon the North Bennington Grand List which is prepared and furnished by the Bennington Town Listers.
- Operates its own Highway Department, which maintains all the Village streets, sidewalks, parks, etc. both in summer and winter.
- Operates a volunteer Fire Department which covers the Village confines and also answers mutual aid calls from its own fire house. Under the Bennington Consolidation Act, the Town originally contributed to the expenses of this department. However, starting with the fiscal year 2003 The Fire Department will be fully funded by the North Bennington village budget.
- Contracts with Central Vermont Public Service (CVPS) for its own street lighting
- Takes care of its own signing, (streets, traffic, posted speeds, parking, etc.).
- Creates and adopts ordinances concerning traffic, stop & yield areas, speed control, one way streets, parking and the general welfare of the Village.
- Administers its own Revenue Sharing Funds (when available.).
- Applies for and administers funding from public and/or private grant funding sources as available and desirable.
- Provides the Community with services and attention by having friends and neighbors as serving officials.

8.2 EDUCATION

Elementary Education, North Bennington Graded School

In discussions of education, the North Bennington Graded School comes first to mind. However, there are alternate private schools within the municipality serving various age groups.

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The majority of the area's youngsters attend the North Bennington Graded School. The grades include kindergarten through sixth, overseen by the Southwest Supervisory Union. The makeup of the graded school district is unique. North Bennington, while an individual municipality, is located in the Town of Bennington. A special District One, located in the Town of Shaftsbury, is officially a part of this graded school district. The school building is located in the Village of North Bennington, Town of Bennington.

School student records for the 2001-2002 school year, indicate that 42% of the students reside in District One, Shaftsbury. The majority (58%) come from within the Village boundaries proper. When space permits, the school takes out of district tuition students.

The present graded school is staffed with excellent teachers and a principal, who are guided by a School Board of elected citizens from North Bennington and District One of Shaftsbury. The School Board expanded in 1999 from three to five persons so that the needs and desires of these two communities can be best represented. These citizens have taken upon themselves the responsibility of providing the best educational opportunities that the tax base can support.

In 1991 a study was completed to determine how best to address the need for physical improvements at the elementary school. Subsequently a \$995,000 bond was passed by the voters. School renovations have been completed except for two high cost items; window replacements and ventilating systems. Several windows are being replaced on a as money available basis. The existing ventilating system is adequate, although antiquated and will be upgraded as funds become available.

A building and grounds committee is in place and is active and a maintenance schedule for the renovated North Bennington Graded School is an ongoing component of the Prudential Committee. This Committee is an important part of our community in protecting our investment in the school building and the surrounding grounds.

The school is now rated to allow up to 215 students, which is about 30 more than the average past annual history shows. A part-time guidance counselor is available.

Mount Anthony Union School District, Middle and High Schools

Grades seven through eight, the Middle School, are housed and bused to an antiquated building on East Main Street in Bennington. A majority of people in the greater community consider this structure substandard for today's educational needs and impractical to upgrade considering its age and location. For these reasons, residents who can afford it, send their children to private schools for their seventh and eighth years of education and return for their ninth through 12th at the senior high.

The school districts making up the Southwest Vermont Supervisory Union School District, successfully passed a \$23 million Bond issue in 2000 for the building of a new middle school for the seventh and eighth grades. In April of 2002, the Act 250 site hearings on site approvals was begun.

A separate building wing on the middle school site is planned to house sixth graders from the Bennington School District in lieu of building another elementary school within the village. A future option, is for the other elementary schools within the supervisory union to consider sending their sixth graders if conditions and respective community sentiment becomes favorable.

Grades nine through twelve are bused to the Mount Anthony Union Senior High School located on Park Street in Bennington. Both schools are overseen by the Southwest Vermont Supervisory Union.

As 2002 begins the controversy surrounding the new school's proposed location was resolved. No date has been set for the start of construction. With the advance of time, and cost inflation, the original Bond approved by the taxpayers may not be adequate to properly finish the job.

Southwest Vermont Career Development Center (and includes The Learning Institute)

The SVCDC is located adjacent to the Mount Anthony School complex located on Park Street in Bennington, Vermont. It serves Bennington and the surrounding communities with opportunities for technical education and upgrading job skills according to community desires and needs. Courses cover a wide range of technical skills and is open to students from area schools as well as adults in continuing education classes. (See Adult Education later on.)

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The Southwest Vermont Supervisory Union,:

In addition to general responsibilities of correlating the educational programs of the various elementary school districts and the high schools. The Supervisory Union supplies specialized service to the elementary schools as needed. North Bennington, uses the Central Office for bookkeeping, the Resource Center for teacher materials located in the Senior High School, Special Education programs and related services, curriculum development, and a host of statistical chores.

Private Schools

Alternate schools within the Village addressing the preschool and/or elementary grades are the Southshire Community School, Bennington College's Early Childhood Center and, The Bennington Community Head Start P.L.U.S. programs.

The Southshire Community School, is presently located in a renovated former residence on Bank Street. The Southshire Community School is a family oriented elementary school in the tradition of the one-room school house, serving children in grades K through 6. Of the average yearly enrollment, approximately 13% come from within the Village and Shaftsbury District One. Potential impact on future public school class size at any grade level appears minimal. The Southshire Community School does have an after school program that is open to the public, and about 50% of its participants come from the North Bennington Graded School.

Bennington College's Early Childhood Center contains classes for preschoolers and a State certified kindergarten. The average yearly enrollment is between 12 to 18 children. A fair approximation is that 20% come from North Bennington. An impact of three to five youngsters would be ready to enter first grade each year. These figures would have to be added to the public kindergarten classes in determining first grade enrollments.

Bennington County Head Start P.L.U.S. a service run by the United Children's Services of Bennington Vermont. It is located in a converted farmhouse on Park Street. They offer a wide range of programs for children and adults. The subject areas covered within its many programs are; Child Early Education Programs, Health care, Family Services, Parent Involvement and Parent Education classes. In 1992, United Counseling of Bennington acquired the former Prospect School property at Park and West Streets for expansion into various Head Start Programs.

In 1992 the Hiland Hall School situated on Route 7A in Shaftsbury, opened its doors to enrollments. Its teaching staff is composed of former Prospect School (of North Bennington), administrators and teachers. It is a private alternate school. It is accredited by the Vermont Department of Education to carry 1st grade through 8th grade.

Further afield, The Pine Cobble School of Williamstown, MA, has a nursery through ninth grade curriculum. The student body in early 2001 was roughly 135 students. Of this 3 (2%) might come from North Bennington in any given year. Indications are, that students going to Pine Cobble, continue their education at the next level of private institutions. Pine Cobble is where many youngsters go for their seventh and eight grade education. Many come back to Mount Anthony for their ninth through twelfth years.

Another parental choice is St. Mary's Parochial School, located in Hoosick Falls, NY. Sources indicate, that the year to year average is five students from North Bennington. The grades taught include pre-kindergarten thru through eighth grade. Usually students who start at St. Mary's remain through their eighth grade. The five students indicated in the above yearly average, are disbursed within the education ladder pre-K through 8th grade. Privately run schools receive no public funds and are supported by parents, endowments, donations and involved advocates.

Several other religious groups offer their own sites and program offerings for specific age groups, for those so attuned. The Grace Christian School in Bennington is located on Kocher Drive in a building formerly a hotel, and serves children in K through 6th grades. It has expectations to add additional grade levels in coming years. Sacred Heart School, also in the Town of Bennington, teaches children in K through 8th grades. The Forrest Ward Memorial School, sponsored by the Seventh Day Adventist Church, provides another K-8th grade alternative to public school.

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Home schooling has also risen in popularity and assistance is available via the Vermont Department of Education, Home Study & Independent School Consultants.

Student impact from private schools on North Bennington's public school elementary classroom space is minimal. North Bennington's School Board is kept abreast on the total numbers attending public elementary schools elsewhere so as not to be completely surprised by an unanticipated enrollment increase such as from a school closing. The impact if any usually comes at the high school ninth grade level. This would effect the overall total educational budget. The unforeseen element is usually with families moving in and about the various school districts within the Southwest Vermont Supervisory Union. In today's mobile society, the movement of families in or out of the school district sometimes effects the planning for ideal classroom student numbers, especially if the movements are during the school year.

Higher Education

Within the Municipal boundaries of the Village, is the campus of Bennington College, a Liberal Arts college. In addition to its adult offerings, the College has its own early childhood program for area youngsters, run adjacently, with one of the College's on-campus course programs. A impact of three to five youngsters would be ready to enter first grade each year. These figures would have to added to the public kindergarten classes in determining first grade enrollments.

There are other educational opportunities within the geographical region worthy of note. They are: Southern Vermont College (SVC), Community College of Vermont, Bennington Campus(CCV), Putnam Memorial School of Practical Nursing, and Antioch/New England Graduate School satellite site in Bennington. Located further south, about 25 miles, in Williamstown, MA., is William's College. In addition to its educational offerings, Southern Vermont College operates the local AM radio station, a gift from a local business man in 2001.

Child Day Care

An awareness of the increasing importance of good day care facilities within the community is a sign of changing times. One facility, located on River Road in the southern end of the Village, is: the Country Corner Daycare Center for infants and preschoolers. Country Corner also has a an after school program at the North Bennington Graded School, which it has conducted for the past ten years, for around 20-25 elementary school-aged children.

Also available, are several smaller "neighborhood" preschool centers. These have the additional appeal of being very close to the child's home. For information on the registered child care homes and licensed facilities in the immediate geographical area, contact the Bennington County Childcare Association. To those who find it more convenient, there is also the Sunrise Family Resource Center in Bennington.

Adult Continuing Education

The Southwest Vermont Career Development Center is a vocational school for the high school which adults may also attend. The Learning Institute is located here, which is part of the Bennington County Training Council, and funded through the Vermont Education Department. Training is geared for local businesses in the fields of business practices, computers, as well as requested technical areas. There is also a program for single parents and displaced homemakers.

Supplemental educational opportunities for adults and teenagers are also offered in Bennington through The Tutorial Center. Other continuing educational opportunities are available through the University of Vermont (UVM) Extension Service and Vermont Educational Television (ETV) Vermont Learn At Home programs and, Vermont Interactive Television. The advent of Educational TV and other online programming sources opens up avenues not yet fully explored. With the seemingly ever rising cost of educating our children and the importance of continually reeducating ourselves to remain current in the ever changing world both intellectually and technically, educational TV and on-line courses may well begin to play a dominate role in our futures.

Other Educational Facilities

One area which is often overlooked in the discussion of educational facilities are libraries. Students gain much of their information and education by research in libraries. Class research goes on within the school building's own library. Our Village children are fortunate that the public McCullough Free Library is located within easy walking distance of most homes as well as the school. For those able to garner transportation, The Bennington Free Library can be a further source of intellectual wealth. For special research Projects, Bennington College on occasion, has offered the use of its extensive library facilities.

RECOMMENDATIONS:

1. In any discussion regarding education, the Town of Shaftsbury should be a party, especially Shaftsbury School District One, whose contribution of students and school tax revenue are an important component in the school and community. In 2001/2002, approximately 42% of the student body resided in District One.

2. Keep abreast of technologies for delivering the educational message. The economic, and social trends of the late 1990's and into the new millennium, suggest that we have to implement alternative ways for delivering education to our children. Today's younger generations are more aware of the global world around us and its many issues which have a direct impacts on all our lives. The use of hand held calculators, PDAs, combined with computer learning, and the ease in use of the internet for research, fun, buying, instantaneous audio and, video imaging is common in today's life style. The further realization that the clothes we wear, the bicycle we ride, the tools we use or the car we ride in, is made elsewhere other than in the United States is not lost on our youngsters. Globalization of industries, the blurring of national borders and, more interactions between the world's human cultures will play an ever increasing role on what and how we teach our children.

3. The community's public education system, through its teachers and school board, should seek out ways to draw upon the talents of local colleges, perhaps in some forms of "Gifted and Talented," programs suitable for the elementary grades. North Bennington's perceived village ambiance appears to attract families with unusual skills and talents to become residents. They are a resource we should be tapping when and while we can.

4. There is a perceived inequity of taxation bases between Shaftsbury's District One and North Bennington proper regarding school taxes. This issue crops up every few years. Perhaps with the presentation of the annual school report, the treasurer could be requested to supply, as a percent of the total, the school taxes collected from each District. This in turn can be compared with the percentage of students from each District. In efforts to keep explanations simple, the tax ratios are usually determined using state supplied common level of appraisals that take into account the difference in each town's different local grand lists. The timing of the grand list appraisals of the Towns of Bennington and Shaftsbury do not coincide. There probably will always be some discrepancy in home values between one town and the other.

5. An educational concept to connect parents, teachers and the school called "First Day of School" was first initiated by Terry Ehrich, (a successful local business man and Prudential Board member), here in our North Bennington school and has in subsequent years spread across the Nation.

6. The major improvements at the North Bennington Graded School are completed, outside areas, such as the playground, should be eyed for enhancements and additions. The original play ground dedication marker should be refurbished as a testimonial to those community volunteers who worked to bring the original playground to fruition.

POLICIES:

1. Continue to maintain and adapt public educational programs in light of the future needs and requirements of the economic and social world of our children. Financial constraints on the ability of the community, through taxation, to support the ever spiraling quest for new knowledge should be the catalyst to seek innovative and alternative ways the meet the educational goals of future generations.

2. Day care centers for children may not be considered appropriate by some to come under the heading of early or preschool education. Day Care Centers have in their care, children in that age bracket where minds are easily initiated with social graces, curiosity, and self confidence. These very important traits are carried into their later schooling and adult world. Addressing the needs of continued availability of good day care, public or private, is important.

3. The Bennington College Corporation does not contribute taxes on its campus property. In 2002 with the separation of the fire tax out of Bennington's general fund, taxes North Bennington no longer will pay to the town for our North Bennington Fire Department expenses. It would be appropriate to discuss with the College the matter of fire protection costs. It does not seem unreasonable to consider a fee approach or a percentage of North Bennington's fire department expense. The college does pay village and school taxes on any residential properties it owns within the Village. The College main campus property is presently zoned as a PUD-Educational Campus. The Trustees continue to exercise statute control as the municipal governing body. The College is affected by the Zoning Bylaws of the Village on that portion, (425 acres) within the municipality. It is the policy of the Village to continue and improve upon their relationship in the areas of taxation, and governing laws.

8.3 RECREATION AND CULTURE:

The Village of North Bennington is rich in recreational and cultural resources. Recreational resources include two baseball fields, two playgrounds, Lake Paran and surrounding area, several mini green parks near the village center, and a stretch of scenic designated dirt road (Park Street) popular with joggers and walkers. Spaces for public and/or private gatherings or programs are also located in the village, including the Park McCullough House -- an historic house and grounds -- the McCullough Library, the Vermont Arts Exchange at the Sage Street Mill, and Bennington College.

These resources contribute to the sense that village residents are indeed members of a community; -- one that is distinct and independent from the surrounding districts. Depending on the time of the year, villagers can hear a string quartet or other small music ensemble at the McCullough Library, on a weekend, a full symphonic concert in the graded school gym, or a weekday evening volleyball game in the very same gym, dance through a summer evening at the Lake Paran pavilion, or settle in for a quiet morning of fishing along the lake shore. The recreational and cultural opportunities within this village (1,428 people; 2000 Federal Census) are varied and important to the character of the community.

Recreational Areas

Lake Paran is a Village jewel, and the area surrounding the lake has, for the most part, not been developed commercially or residentially (some long established homes are visible on the Shaftsbury side). It is a quiet and lovely spot, notable for the views from the hills above the shoreline. Welling Field contains ball fields, as does the NorShaft Memorial Park along Houghton Street and are for those sports requiring a safe and convenient place to play.

Lake Paran (35 acres surface area), is unique as it is one of the two man-made lakes in the southwestern corner of Vermont. Its original purpose was to supply water power to North Bennington's early industry. The other, Lake Shaftsbury, is a state park in the Town of Shaftsbury. Portions of the shores of Lake Paran are located in the Towns of Shaftsbury and Bennington as well as in the municipality of North Bennington, a facility geared to multiple enjoyment. Swimmers, fishermen, boaters (non motorized), bird and wildlife watchers, ice skaters and walkers use the lake and its periphery year-round. Fishermen and boaters have easy access and ample parking at a public boat ramp. Swimmers, from the village and surrounding towns, use the beach across the lake. Walkers, bird and wildlife watchers make use of the lake shore along the dam and railroad track.

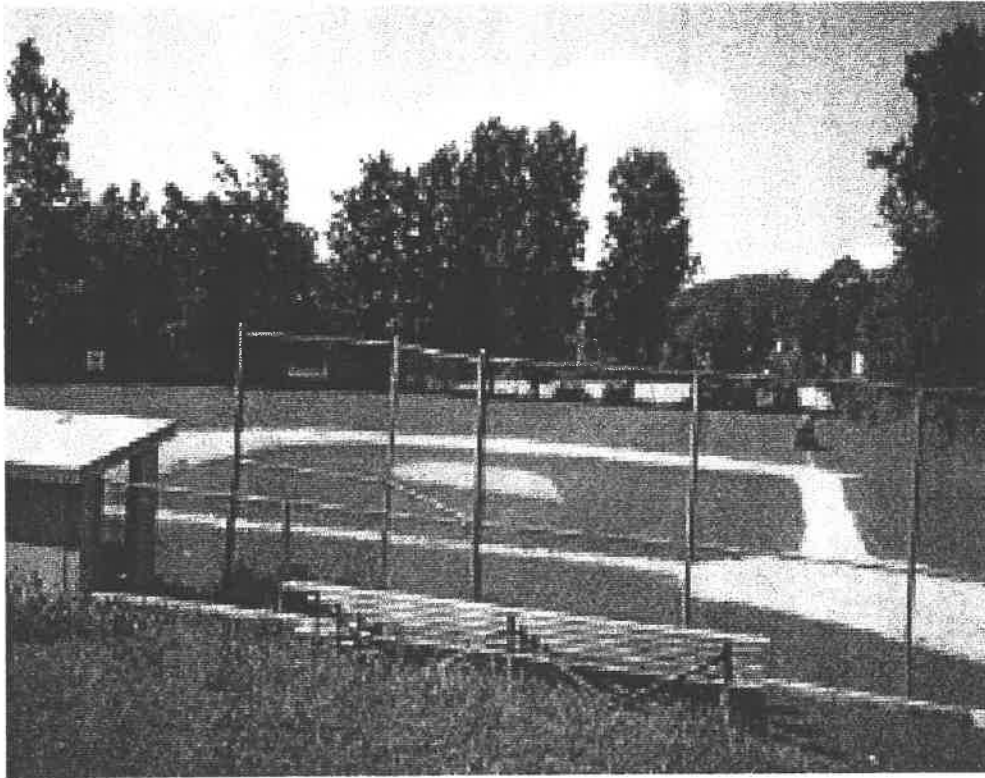
The lake has two facilities for access. One is on the southeast side of the lake, through Welling Fields/Paran Lake Boat access road, where most people fish and picnic. This access is public, and maintained by the Vermont Fish & Wildlife Department. Sailing and rowing or paddling are permitted. The other access is on the northwestern portion of the lake, and is owned by the nonprofit Paran Recreations, which contracts with the Red Cross for staff and lifeguards to oversee its beach and summer courses and recreational offerings. The lake shore area located in North Bennington, is covered by a Shore Protection Overlay as indicated on one of the appendix maps

Memorial Park, situated along Houghton Street, is one of several recreational facilities in the northern part of North Bennington village and has a children's playground. The playground is for the younger set to use their imagination and their elders to sit and converse. The playground was a gift from the NorShaft lions Club and is generally maintained by their membership. A park facility in the southern part of the Village is yet to materialize. A short stretch along the bank of the Walloomsac River on River Road is ideally suited for a park. Hopefully it will, in the not too distant future, become a reality.

There is a expanding hiking trail network within the village. The Fund For North Bennington has been instrumental in acquiring much of the former Hall Farm lands either by purchase or outright Deeded gift to the Fund. The oldest segment of the trail system is known as The Mile Around Woods. The Fund For North Bennington's gradual acquisition of desirable acreage and private land, owner right-of-way grants, has allowed the trail system to expand through fields and ridge woods offering varying degrees of hiking challenges.

In October, 2001, the latest addition to the trail system was dedicated to Jean (Short) Aldrich a Bennington College Alumna and one who lived within our village and dedicated a great deal of her life's talents to our village's ambiance and well being. The trail runs from The Mile Around Woods along a ridge of conserved woodland, and then down a steep grade to Park Street. Signs then direct walkers to the next section, which traverse lands of the Bennington County Industrial Corporation and Bennington College, it follows, going northward, the eastern slope of the Paran Creek valley

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Memorial Park, situated along Houghton Street is one of several recreational facilities in the northern part of North Bennington. The ball park is home for little league baseball. The basketball court, younger children's playground and a small pavilion are adjacent.

above the millponds and ending at the top of Prospect Street within the village. The Short Aldrich Trail was a joint project of Bennington College, The Bennington County Industrial Corporation and The Fund For North Bennington, Inc.

The southern portion of the village has no park or recreation areas. In 2002 the public sidewalk and curbing along Water Street are being rebuilt replacing the crumbling segments now existing. Krone Optical Corp. has contributed to this project, taking the responsibility of laying the curbs and walkway along their Water Street property. This will contribute to a safer pedestrian link to the village core. Surface repaving of Water Street has been planned for 2002. A complete removal and resetting Water Street's sub-base is a future project but needs to await an improved State and local economic climate. The village should seek Grant help in hiring a Consultant with the goal of outlining a proposal and a gradual time table for cleaning up the ponds, lower Paran Creek and its banks. The two major industrial companies which border Water Street have initiated major landscaping Projects on their properties borders and will contribute immensely to improving the entrance to our village. With the Short Aldrich green trail segment completing the loop, both sides of the Historic Paran Valley now can be enjoyed by the walking public. Future extension of the trail system would be to the north to the Railroad dam of Paran Lake and a connection to the trail coming down from Shaftsbury, perhaps along Paran Creek as it winds its way south from South Shaftsbury village. looking southward, the potential exists to connect with a proposed trail from Bennington Town. With a short trail spur along River Road, a connection would be made with the hoped for Walloomsac Riverside Park and a trail crossover through the Burt Henry Covered bridge.

Prior Master Plans, (1988 and 1994) recommended development of a park area near the Burt Henry Bridge on the east bank of the Walloomsac River. In the 2002 Master Plan, this still is very much, an important goal. The park would be kept simple to minimized upkeep.

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The small in village “pocket parks” are inviting places to pause between here and there. These rest stops form a link along Main Street. These can be found starting at the North Bennington Village Post Office, next at the corner of Main and Houghton Streets, then continuing further east, the triangular “Lincoln Square” provides a pedestrian halfway point when crossing this wide expanse of Main Street. Near the fire house are picnic tables set by Paran Creek, and across Prospect Street, is a green space close to Haviland’s Privilege. The village also owns a large tract of land at the intersection of Depot and Houghton Street, across from the Children’s Playground. An outdoor Village Green is a nice thought. A nicely designed covered Band Stand Pavilion with underneath storage for chairs as needed would go well there. With the eventual removal of the old dilapidated coal sheds along Depot street replaced with tree planting would be a welcome enhancement to the area.

POLICIES:

1. Continue improvements and consistent maintenance.
2. Promote neighborly cooperation with surrounding Districts.

RECOMMENDATIONS:

1. An important and limited natural resource, the village should work to increase, and resist, decreases in protection, public ownership, and public access to Lake Paran's shores.
2. Encourage those landowners holding shore lands to preserve the unique shore line environment, and its small wildlife and flora.
3. Encourage consistent and mutual supporting zoning regulations with the Towns of Shaftsbury and Bennington, especially along Lake Paran’s shores.
4. Work with the State of Vermont, along with interested private organizations, in developing strategies to combat Eurasian milfoil infestations in the most environmentally practical manner.
5. Presently 100% of all park and recreation facilities are centered in the northern area of the Village. Considerations should be undertaken to better serve the equally worthy residents in the southern neighborhoods comprising Scarey Lane, Royal Street, Park Street, Hillside Street and Poly Lane. The Hinsdillville and Irish Corners locale do come with a bit of their own earlier history. Formulate a park plan for the Walloomsac River. Combine a Paran Creek pathway route and investigate the possibilities of implementation with the land owners affected. Research a short history of the prior small settlement near the Henry bridge and a marker plaque erected near the sites. The Planning Map’s Shore line protection overlay should include the stretches of the Walloomsac River within the village in its’ protective overlay.
6. Continue encouragement of civic groups such as the Norshaft Lions, Bennington Rotary Clubs, the Parent-Teacher Group and of course the welcome generosity of private individuals willing to donate time and funds for improvements, maintenance, and for new projects. The village Trustees should seek out Grants in the cooperative efforts necessary for success this these undertakings.
7. The proposed Band pavilion in the Houghton - Depot Street area would add a positive new dimension to that corner of our village. Designed in a historical motif, it would add a very friendly meeting place.

Public Recreation Areas

Welling Field - Paran Fish Assess Road	Norshaft Little League field, Houghton Street
Norshaft Lions playground, Houghton Street	Park-McCullough House & Grounds Park Street
Prospect St. Village green spots	Memorial Park , Houghton Street
Lake Paran swimming area, Paran Recreation Pavilion	Band Pavilion, Houghton Street (Proposed)
North Bennington Graded School PTA playground , Church Street	
Burt Henry Covered Bridge and dam (fishing) (proposed), River Road	

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Public Gathering Areas

McCullough Free Library - Main Street / Lincoln Square

The McCullough Library offers public lectures and library services to North Bennington residents.

Park McCullough House & Carriage Barn - Park Street

The Park-McCullough House and carriage barn, along with extensive grounds, is open to the public for tours, offering a glimpse of life of North Bennington's founding families during the Victorian era.

Firehouse - Prospect Street

Village Depot offices - Depot Street

St. John The Baptist Church - Houghton Street

Graded School gymnasium - School Street

Memorial Park - Houghton Street

Vermont Arts Exchange (VAE) Sage and North Streets Located in the renovated Sage Street Mill, the Vermont Arts Exchange provides programs that strengthen families and neighborhoods through arts, historic preservation, and Arts In Residence housing. on going exhibits feature various art mediums, classes in a variety of art mediums are offered through out the year.

Scenic Road. Walker's and Jogger's Loop.

This is a four mile jaunt around the property boundary of land locally known as the Hall-Park Farm. It comprises several named roads, Park St. to River Road Harrington Road to McCullough Road on up the hill (to become West Street at the village boundary), to the starting point at the driveway entrance to the Park-McCullough Historic House. Only the Park Street segment in North Bennington is designated a "Scenic Highway." under VT law (10 V.S.A. Sec. 425). It is meant to be kept as a dirt road where feasible and maintained in a balanced manner consistent with being scenic and safe.

Privately Owned/Limited Access Resources

Mile Around Woods and the Jean (Short) Aldrich Walking Trails

Bennington College grounds

Vermont Railway track right-of-way along the shore of Lake Paran

Seldom used Vermont Railway trackage from the Lake Paran Dam to Bennington village.

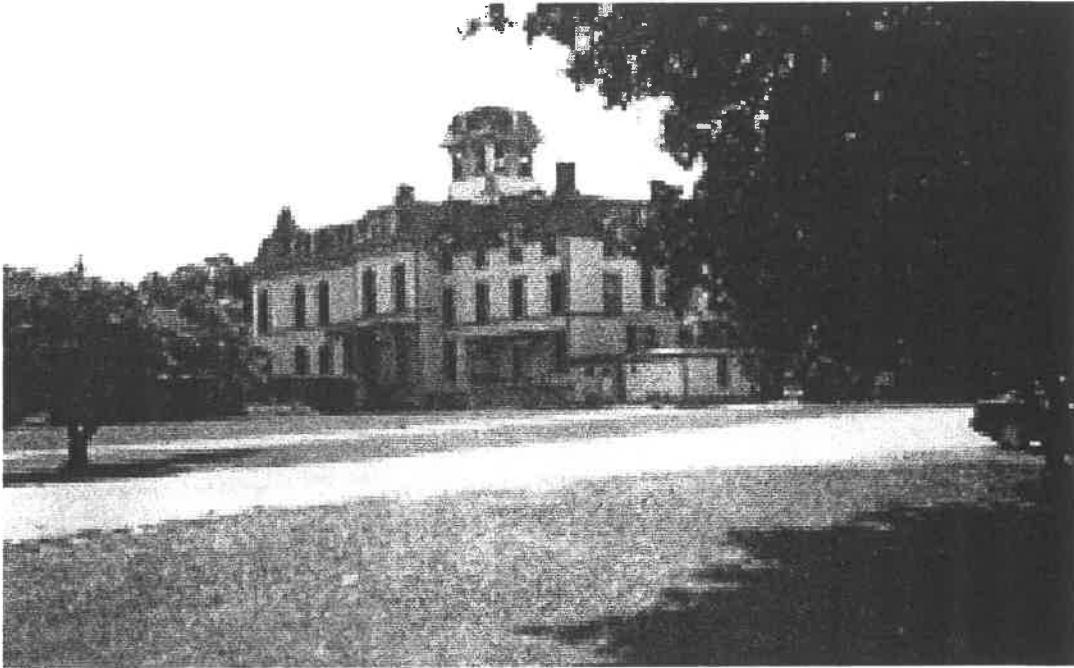
Cultural Areas and Activities

North Bennington is known locally as from afar as an historic and arts community. Due to its proximity to Bennington College, many college personnel and students live nearby infusing their creativity into the Village as evidenced partially by one-of-its-kind park and lawn sculptures exhibit in late summer. Bennington College hosts internationally known writers, dancers, and musicians, and many of their readings and performances are open to the community at large.

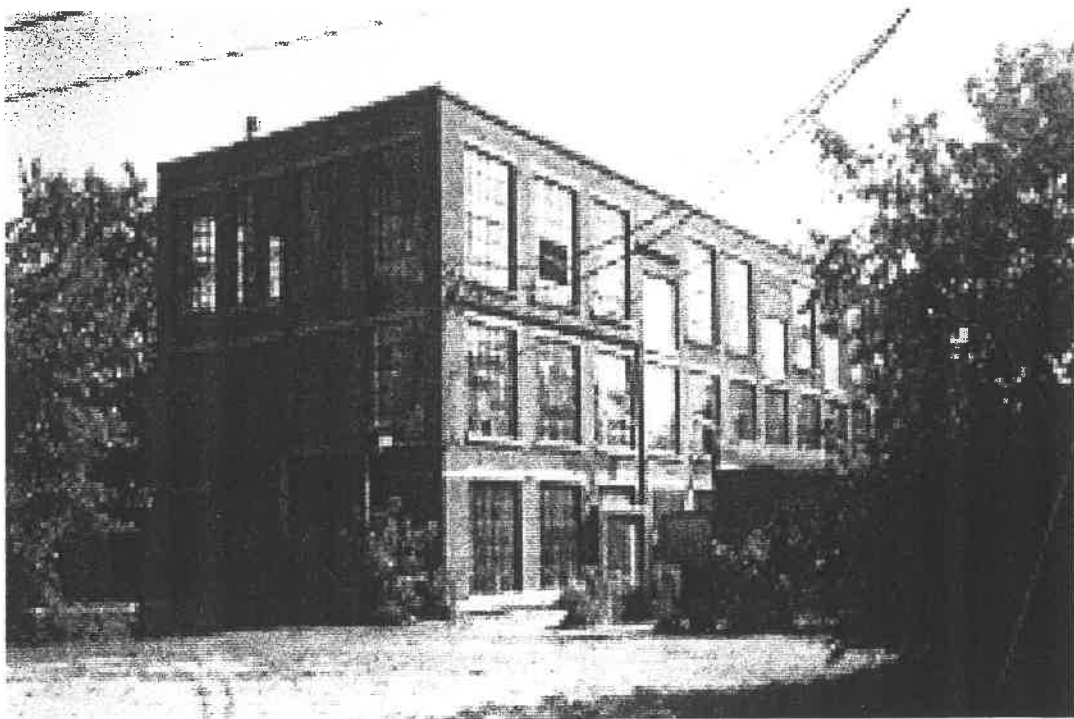
The Park-McCulloughl Mansion, was built in 1864 and 1865 by T. W. Park. When nearly completed, it almost burned down when the farm barns located to the south of the house when up in flames. The Park-McCullough House Historical Association is now open to the public for tours, special events, and on a rental basis for weddings and other private gatherings. The Halls, Parks and McCullough's, a local family dynasty that contributed much to North Bennington, Vermont and the Nation.

The Sage Street Mill, the brick building built in 1919-1920 as Paynes Shop manufacturing small furniture. After Payne, Shea continued the furniture line. When Shea shut down, the building was idle for a while, Arlin Brown purchased the building and ran a machine shop for a few year. When Brown left, the building was bought by the Vermont Industrial Corp. (VAE's parent). A relative newcomer to the Village, the Vermont Arts Exchange provides an outlet for fun, imagination, and studio ventures amidst serious programs which strive to strengthen families and neighborhoods through the arts, historic preservation, and housing.

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The Park-McCullough House and carriage barn along with extensive grounds is open to the public for tours, offering a glimpse of life of one of North Bennington's founding families during the Victorian era.



Located in the renovated Sage Street Mill, the Vermont Arts Exchange provides programs that strengthen families and neighborhoods through arts, historic preservation and housing.

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The McCullough Free Library offers free public lectures and library services to North Bennington residents

The McCullough Memorial Public Library was a gift of Mrs. J. G. McCullough in memory of her husband Vermont Governor John G McCullough. Built in 1920 , opened in 1921.. When built it had space for 9,000 volumes.

These four unique settings provide North Bennington residents and visitors with a host of opportunities for entertainment and continuing education. These places and their programs should be included as an integrated component for future economic development, tourism, and recreation path plans.

RECOMMENDATION:

1. Encourage cooperation of diverse cultural groups within North Bennington and Bennington, such as the Bennington Museum, to advertise one another's services, as well as other ventures.

8.4. FIRE, POLICE AND EMERGENCY SERVICES

In November 1998, after several years of planning and coordination by the U.S. Postal Service, State of Vermont E-911 Board, Village Trustees, Town of Bennington Listers, and others, the 911 emergency response system was instituted. Through this system, emergency services are provided to callers who dial the numbers 9-1-1. The system is dispatched through a central statewide system out of Rutland, Vermont. The system is periodically updated to keep abreast of housing developments within the village to add assurances and emergency assistance for our the safety. The system is maintained from a database established with Verizon Phone Corp.

Police Protection:

According to Walbridge's history, North Bennington did nicely with no formal law enforcement the first hundred years. However, in the early 1870's , the Trustees decided that owing to the lawless character of its citizens, a jail was a necessity, so they built one adjacent to the grounds of what is now known as Haviland's Privilege; , it was never considered a choice overnight accommodation. About 1875, another more imposing structure was built on School Street. The residents tore that one down a few years later. However, things have improved somewhat since then and the need for a local jail no longer exists. It is stated that Allen Mattison was that last "official" police officer hired in the village. When the Town consolidated, (without North Bennington), police protection for the Village was then furnished by the Town of Bennington. In cases of further need, the Bennington County Sheriff's Department and the Vermont State Police are available.

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Fire Department:

North Bennington's Fire Department has been a volunteer force since it was first formed in 1864. The firemen and women, have given freely of their time and abilities for the continual protection of this community. To small towns and villages, a volunteer fire department is a source of local pride, demonstrating a settlement's stability and the resolve of its citizens to collectively guard against the one catastrophe most likely to devastate individuals and businesses within the community. North Bennington has the distinction of having the oldest chartered fire department in the State of Vermont - 168 years in 2002.

North Bennington has one firehouse. It is located on Prospect Street just east of Lincoln Square. The present firehouse is a two story brick structure. It replaces the wooden structure on the opposite side of the street, now a private dwelling. The firefighting equipment is appropriate for Village requirements and is of recent vintage and well maintained by the volunteers. The Village maintains and contributes to a Sinking Fund to buy and replace equipment as needed.

The cost of fire protection within the village is funded by village taxpayers. The Village fire department consists of a group of dedicated, and professionally trained volunteers who maintain the fire protection of our community. While the Village through taxes, pay for building and equipment maintenance, contribute to equipment sinking funds and training costs, it is the people who are the volunteers that make it work so well.

RECOMMENDATIONS:

1. Village Trustees, the firemen themselves, and village residents at large, should reexamine our volunteer system to see how well it continues to work. Are we still capable of fielding volunteers and equipment 24 hours a day, seven days a week? The national events occurring in 2001 have added a new dimension to community protection. Many of the volunteers have given many years of dedicated service but for health reasons and age have to reconsider their commitment of volunteer service. Are there enough younger volunteers in the community willing to train and to carry on? How many of the present volunteers work close enough to respond to calls during the work week? Can we still sustain a volunteer system? What are the alternatives? Are we able replace or upgrade when necessary the equipment needed for safety and efficiency to the mutual benefit of firemen and residents?

2. A history and chronological account of North Bennington's Fire Department remains to be written and published.

EMERGENCY SERVICES:

Ambulance Services

With a call to Vermont statewide emergency system,(E 9-1-1), the first responder may well be the Bennington Rescue Squad. Their headquarters is located in Bennington proper. Support comes from a sliding fee for service. The Bennington Town Police, County Sheriffs Department, and Vermont State Police are available if circumstances are warranted.

A privately run ambulance service, the Southwestern Vermont Ambulance Service is also available. It is an emergency service licensed at the paramedic level, specializing in interfacility transport. It has been in business since 1994 and has 14 employees, of which two are full time.

Red Cross

In times of natural and manmade disaster, the Green Mountain Chapter of the American Red Cross provides emergency services including: food, shelter and the meeting of immediate human needs. Other Chapter services include: the VOLTRAN PROGRAM (VOLunteer TRANsportation), which provides handicapped, medical, recreational and specialized transit to the area's transportation disadvantaged population. A variety of health related educational programs are provided, and blood is collected for use in hospitals. Further, through the American Red Cross there is a system for emergency communications between families and loved ones stationed worldwide in the military and there is a variety of unique volunteer opportunities offered. The Red Cross maintained a 24 hour emergency phone. (802)-442-9458.

General Response

The various departments of Municipal governments have emergency responses built into their operations. Regarding breakdowns in commercially supplied public utilities, Central Vermont Public Service, New England Telephone, the propane gas companies, and Adelphia Cable Service all tend their specialized areas. With the tragic events of September 11, 2001 in New York City. The terrorist attacks on the World Trade Center and at the Pentagon in Washington, DC. A more urgent meaning regarding security now exists within the various departments of our local government.

POLICIES:

1. Continue to support the Fire Department's people in ways to encourage and enhance their professional pride and Community spirit. Continue to furnish the equipment and tools necessary to safely perform their duties.
2. Other services mentioned above are broad community based resources and are worthy of Village and individual support as appropriate.

RECOMMENDATIONS:

1. Initiate a study to determine if North Bennington can realistically continue under an all Volunteer system. Under the broadened security threat (2001), it appears we must now live with. And if not, alternatives are available.
2. Periodically review police services to determine whether or not we are receiving the appropriate level of services for our tax dollar.

8.5 HEALTH AND SOCIAL SERVICES

The municipality of North Bennington does not contain any municipal or general health or social services or agencies. With the many nearby services available, residents rely on the Towns of Shaftsbury and Bennington. North Bennington does have a small residency and nursing home complex.

Bennington contains a variety of general practitioners and medical specialty practices. The Southwestern Vermont Medical Center, a regional hospital complex is also located here. It is also home to a cancer research laboratory and treatment center. United Counseling Service of Bennington supplies a variety of social services.

Bennington Town center has several high rated residence and nursing homes for the sick and aged. There are several funeral establishments located in Bennington.

Bennington houses the Vermont Superior Court, District Court, as well as the, Probate Court, Family Court and Town Records Office. Vermont State has a state office complex that houses various social service agencies under the Vermont Agency for Human Services Resources. The Vermont State Department of Employment and Training maintains a branch here.

There are several community specific organizations which are in part funded by private, municipal, and United Way of Bennington.

8.6 SOLID WASTE

There is no municipal solid waste collection system. The removal of trash and garbage from homes and businesses is carried out by the individuals or businesses themselves or by private contractors. Bennington has filled and closed its municipal landfill. Non recycle able items are trucked to a transfer station maintained by a private contractor and hauled elsewhere for a fee. For durable hard goods, there are various categories of fees for disposal. No other dumping or private dumps are allowed by law. To reduce the solid waste stream, recycling of glass, paper, magazines, tin cans, and certain types of plastics is mandated. The State of Vermont has a returnable container deposit law on soda, and beer containers as well as liqueur bottles. The disposal of toxic wastes is controlled by State and local laws. As part of the State Clean Air Act, regulations forbid open barrel burning of trash, Catalytic converters are required on all new wood burning stoves.

POLICY:

Recycling waste materials is Vermont State Law. Encourage continued participation by the Village residents.

8.7 WASTE WATER FACILITIES AND SYSTEM

The original Bennington (Town) Wastewater Treatment Facility located along the Walloomsac River. It was constructed on the present 10 acre site in 1962 and provided primary treatment. In 1984 additional construction at a cost of approximately \$7 million, upgraded the plant to include advanced secondary treatment of effluent. A sludge management plan, consisting of trucking and dispersal on selected field sites also proposed at this time was not implemented due to community resistance. Further studies were conducted and in-vessel composting was chosen as the most satisfactory long term disposal method.

Sludge Composting

This composting system has been successful and has been in full operation since 1992. Odor problems experienced in the beginning have been rectified with a redesign of the bio-filter and building air pressure control. Recent studies include the feasibility of mixing sludge with certain grades of solid waste.

There is a firm market for the compost produced. Although revenue is generated, the return on sales pays only about 10% of the costs involved. However, the cost of composting is considerably less than incineration or landfill, which do not produce any revenue. Over 3,000 cubic yards of compost was produced in 2001.

Sewage Capacity

Plant capacity is 5.1 mgd (million gallons per day). Theoretically the plant is large enough to meet the needs of the community until about the year 2010. The municipality of North Bennington is within the defined community. However no reference is noted as to the total number of fully developed square miles implied in that community. Average daily flows are now 4.0 mgd. No major additions to the treatment process are foreseen over the next 15 years. This system is designed to remove 97% of the pollutants from the waste stream effectively raising the quality of the Walloomsac River below the discharge point. Within the next three to five years (2003-2005), a new engineering study will be initiated to determine the twenty-first century needs of the Bennington area

That portion of the collection system that concerns us also includes a small portion of Shaftsbury. The system overall is very old and excess flows exist as a result of inflo-infiltration (leaks into the system from deteriorated lines and manholes) and from roof and cellar drain connections.

Areas with deteriorated pipe lines and priorities for rehabilitation have been identified. In North Bennington these areas include 1,000 ft. of line in Hall St. and 2,000 ft. of sewer line in Water St. A pump station upgrade on Bank St. is also on the priority list.

Sewer System Hookups

Municipal sanitary sewer hookup is available within North Bennington, within the areas zoned as: VR-3, VR-8, VR-10, VC and some areas within VR-20, I-1, I-2. The VR-40 and VR-120 districts are not presently required to be attached to a municipal sewer system, and homeowners have individual State approved septic systems.

The Homestead Mews and Homestead Greene, a senior housing complex is served by municipal waste water/sewer hookups.

The Town of Bennington has a policy whereby sewer hookups are not permitted on lands to be developed which have a high LESA (Land Evaluation and Site Assessment) rating. However, sewer hookups are allowed on these lands when cluster subdivision design is employed to preserve good quality agricultural land and open space.

Storm Waters:

There does not exist a extensive storm sewer system within the Village. At most, dependency is relied upon roadside ditching, gravity and natural drainage courses along side roads with the insertion of under road culverts at strategic locations. The drainage pattern due to the lay of the land, is generally in the direction of Paran Creek or the Walloomsac River. Drain connections are illegal and need to be identified and removed. In areas where no storm drainage exists this can become a controversial issue as the water needs to go somewhere. In 2001, Vermont promulgated more strict requirements for storm water channeling.

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RECOMMENDATIONS:

1. Investigate latest Vermont State regulations regarding storm water system capacities and accepted good practices for use within North Bennington.
2. Continue to work with the Town of Bennington to find and correct any illegal roof and cellar drains needing removal.
3. In future development, whether for commercial or residential, consider the addition of impact fees to accommodate hookups to the present mainlines. This study should be undertaken in conjunction with capacity requirements relating to a project's acceptance and Town and Village Capital Improvement Programs and Budgets.
4. In the event that a Project comes forward that raises concerns on sewer hookup, the Trustees, Planning Commission (or Development Review Board.) and the Zoning Board of adjustment are well advised to review a Department of Environmental Conservation model ordinance dated July 20, 1989 or its subsequent update, titled: "Wastewater Capacity Allocation." While Bennington Town controls and allocates sewer services, prior knowledge by our local Boards will be helpful in site reviews.
5. Work with the Town of Bennington officials regarding sewer allocations.
6. Encourage those who may wish to develop large areas of suitable land to consider the use of cluster subdivision design techniques instead of individual large lots and onsite septic systems.

POLICIES:

Generally, operating policy is determined by the Town of Bennington Waste Water Department. Policies numerated are basic to site plan reviews.

1. Promote the interaction of town, and North Bennington's development concerns to ensure that new commercial/industrial users are low water usage, clean, and efficient businesses, to minimize impact on existing and future municipal systems.
2. Continue monitoring of the Village's sewer demands and capacities so as to accommodate existing and minimal future needs through maintenance and upgrading of the existing system.

8.8 POTABLE WATER SUPPLY

Brief History

Prior to 1923, the Village depended upon springs and wells for its water supply. With the demise of the local forests, the springs dried up. From about 1890 on, local health and State testing condemned much of the well supply. Wells, some as deep as 1,000 feet, were already showing signs of pollution.

The nearest pure soft water found was five miles away. Engineering estimates for lines to draw the water were higher than the Village Charter allowed for a bond issue (10% of the Grand List). Between 1920 and 1923, Mrs. F.B. Jennings undertook to finance the cost of surveys and the contract for the water system to the Village. The memorial drinking water fountain in Veteran's Park, at the junction of Houghton and Main Streets, also know as Bank Square, was given in memory of her late husband F.B. Jennings. The Village can be thankful for her foresight and generosity. (One of the village's earliest fire companies was also formed by F. B. Jennings.)

Existing Water Supply:

The present water supply comes from the Basin Brook. A small impoundment dam is located there. It is located on the WNW slope of Glastenbury Mountain in the Town of Shaftsbury. The present watershed area is approximately 1.2 square miles, known as the Basin Brook area. There is the potential of increasing the watershed an additional 4.7 square miles using parts of the northern slope of Glastenbury Mountain known as Buck's Cobble.

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System Capacity: and Treatment Plant Site

It is two miles from Basin Brook to a 12 acre site located off Buck Hill Road, in the Town of Shaftsbury. It is here that two open reservoirs are located. The upper impoundment, built in 1923 as part of the original Jennings project, contains 0.67 acres in surface area, and holds two million gallons. The lower one, added in 1933, is 1.40 acres in surface area, and holds about five million gallons. Daily usage varies from 350,000 to 500,000 gallons per day (gpd). In 2001 daily average usage was 350,411 gpd. The water main from the watershed to the Village is a gravity feed system.

There is an underground aquifer supply system which consists of six driven wells, used mainly during dry spells or periods of unusual usage.

Water Treatment

In earlier times, the only treatment to the water was a check for murkiness, a periodic coliform test, and the addition of softening chemicals to slow down pipe clogging. In 1953 chlorinating was added to the treatment chain.

In 1990, stricter enforcement of the Federal Safe Drinking Water Act and increased concern about water borne diseases and potential air pollution contaminating the surface ponds gave impetus to an immediate start on system improvements. In 1991 work began on a 3,250 square foot enclosed water filtration building and an 840,000 gallon water storage tank. Improved equipment and processes now insure a safer grade of potable water with little or no change in taste. The new filtration system went on line in the spring of 1992. With the war on terrorism starting in 2001, security measures have been implemented to protect our water system. Realistic recommendations are best left to those who can implement them - the Water department personnel.

Distribution Lines

The original transmission and distribution system is still in use. The transmission mains are of cast iron, and are 80 years old, (in 2002). current conditions should be reassessed along with any pending water system improvements. In Service lines have been replaced when streets are repaved, and a program to connect dead end water mains to form complete loops has been completed.

The most recent are two dead end lines that were joined to form a loop along Matteson Road 700 ft. of 6 in. diameter pipe was laid to connect to the line on Harlan Road. Another 500 ft. of 8 in. diameter water main was added on Route 67 west to bring water to the Homestead Greene housing complex, These additions were completed in 1999.

Water Meters

Water meters are installed in all new construction within the municipalities water main boundaries. Since our watershed area and the filtration facilities are not limitless, the current Water Department policy is not to allow additional hookups outside the municipality. In 2002 consumer pay an amount toward the Bond costs plus \$2.00 per 1000 gallons usage.

Water is sold on a metered basis to the fire district of South Shaftsbury. There is a legal agreement that no further hookups to the present line will be allowed. (In force since about 1979.) Water is also sold to Bennington College on a metered basis.

Current Water Usage

Based on average daily use of 377,773 gpd, (2001 YR) the following is a reasonable estimated breakdown

Shaftsbury Fire District)	105,776 gpd
Bennington College	52,889 gpd
Commercial and Business Users	26,4444 gpd
Residences	192,664 gpd

Around 3,300 persons are served, including the Village, Bennington College, and the Shaftsbury fire district.

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There are approximately 760 connections. The maximum daily usage that can be handled by the system is 450,000 gpd. There is a 12 day supply in storage (reservoirs and the plants' holding tank). A capacity totaling 6.69 million gallons.

Future Water Supply and Connections

All land owners with recorded residential lots which remain undeveloped have water reserved for their property contingent on their continued payments for the yearly bond fee when due.

Businesses, or institutional or multifamily projects, desiring a water connection must provide the Villages' Water Department with their own engineering study. The study is then given to the Departments' water engineering firm to review. There cannot be an undue strain on existing water users, nor can there be a difference in fluctuation or flows. If there is a difference, then the costs of the work required to maintain fluctuation or flows, must be borne by the developer.

With the new filtration system in place, the Waters Department is now a better position to detect leaks and fix them. With the use of meters, better leak detection, the water system has experienced a savings in water use of 65,000 gpd on average.

Management

Water service is administrated and operated by the North Bennington Water Board and employees. That Board in turn, is responsible to the Village Board of Trustees.

The North Bennington water plant was recognized by the Green Mountain Water Environment Association award "Water Operator Excellence Award." The award was based on employee management of ground water and surface water sources, operation of the \$2 million facility's electronic equipment,

POLICIES:

1. Periodic checks on all meters to insure they are in good working order and accurate in meter flow rate.
2. Water mains continue to be monitored on a regular basis and all leaks be promptly repaired.
3. On request from the Planning Commission or Zoning Board of Adjustment, a determination be made for any site plan or improvement project that requires a water hookup or change in gallonage use, be made and forwarded to the requesting Commission or Board as part of the site development plan review process Planning Process.
4. In extending public water service to approved new subdivisions within reach of existing water mains, these extensions, along with the necessary water meters and their installation, shall be provided by the developers as part of the cost of necessary subdivision improvements and acceptance.

RECOMMENDATIONS AND SUMMARY:

1. There is a need for a study on a dependable increase in a pure water supply for the Villages' potential for growth and stability. This should be done in conjunction with a GIS (Geographic Information System) build out map which would detail how much more water the Village might require to maintain existing service with scenarios involving growth in businesses, residences, and institutional uses. In 2002, the Water Department initiated a mapping program to show the locations of all reservoir locations, wells, the treatment plant, water mains, village piping, meter hookups and fire hydrants within the systems. This project becomes more vital and urgent as we begin to live with the potential threats initiated with the September 11, 2001 tragedies in New York City and Washington, DC.

2. The in-depth Study of the water needs of the North Bennington municipal confines into the 21st century should consider the maximum residential saturation of all VR Districts as well as the full commercial use potential in the Village's limited VC, VI and I districts. This is an important step if encouraging concentrated economic growth, especially with the potential for expanded business use which may result from expected rail traffic. Note that as of 2001, all available zoning industrial sites within the village served by our water department are fully utilized.

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3. The Water Dept. does maintain accurate, up-to-date maps showing all existing mains as well as proposed future routes. The maps should provide the technical data necessary for intelligent decisions to be made.

4. On occasions when residents are bombarded with TV exposure or press reports on water quality and problems, particularly now with acts of potential terrorism on many minds. It is good public relations to issue reassurances on the current quality and safety of our water. The Water Board and its professional employees are well aware of the tests and procedural additions necessary to a well run water system.

5. Modern water systems include the introduction in controlled amounts of such chemicals as: sodium hypochlorite, sodium hydroxide, alum, and specific cationic polymers. A public awareness is necessary if there is a possibility of human allergic reaction to these chemicals and such individuals can seek out their own personal alternative responses.

6. EPA standards for lead content in water have been upgraded to 15 ppb gallons. Testing is conducted from time to time at several different points in the overall system to pinpoint whether from the supply source or emissions from water carrying pipes or connections may become a cause of concern. In 2001 further restrictions were instituted on the amount of arsenic allowed in potable water were increased.

7. Concerns relative to accumulative effects of mercury continue to be addressed. It would be prudent to continue to monitor suspect metals such as mercury when feasible, and practical. It is also prudent to guard against possibilities for heavy metal introduction or conditions leading to leaching into the watershed areas. North Bennington's new water meters are mercury free.

8. Pertinent to Regional studies on watersheds, it should be noted that one of the Town of Bennington's watersheds, (presently serving the Village of Bennington, Old Bennington and, parts of the rural town areas.), is located on the eastern slope of Glastenbury Mountain. It comprises an area of 17.5 square miles with an adjacent potential for an additional 19 square miles.

8.9 NORTH BENNINGTON VILLAGE CAPITAL IMPROVEMENT

North Bennington as a village, comprises roughly 2.1 square miles. All its' currently zoned Industrial lands are fully utilized. The village's commercial zone is currently limited to a stretch along Main Street within the National Historical District, The new District Planning map has proposed enlarging the VC/Ps with the understanding that more tighter and specific recommendations will be incorporated within the revised zoning bylaws. The remainder of our village is zoned residential, agricultural and, College Campus. Some realignment of the villages planning districts is being proposed within this Master Plan .

Our limited municipal size also limits our ability to expand our tax base thus curtailing what we as a village can do in the way of infrastructure improvements. It is not by choice that many of our projects have are being viewed as going forward in fits and starts. Our efforts toward municipal improvements are tempered by what we can raise in local taxes and when good fortune smiles, by grants from various State and Federal Agencies

Since the Master Plans of 1978, 1983, 1988 and 1992, many projects have been completed. All the projects saw efforts to implement them to a degree, but not with the continuity originally intended. The Master Plan of 2002 utilizes the prior Plans as a base to build on. Its purpose is to emphasize our past values and to project a forward view of what we are, where we want to go, and how we can best get there.

Village "ambiance" is a term frequently used. It is our inner feeling and approach as we perceive the physical village we live in. Past Master Plans have referred to projects such as Village road approaches, parks, benches, trees, landscaping and most recently, a green trails from the Shaftsbury line to a point meeting any proposed Town of Bennington trail Several walking trails already exist within the village boundaries. The industries along Waters Street in 2001, (Krone and National Hanger.) commenced major undertakings at shrub and tree plantings to soften and improve the village entrance via Waters Street. In addition, Krone Optical Inc. has installed sidewalks and curbing along their property's edge on Water Street in October of 2001 and the village's obligation is to continue with sidewalk and curb placement project both North and South of the Krone project. The entire sidewalk will extend from West Street in the village core area to Hillside

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Street at the southern end of the village. Additionally, Krone has black topped their front facing parking lot and planted a landscaped buffer between the parking lot and the street. These corporate efforts add immeasurably to the village's entrance impressions. These efforts are also aided by the BCIC whose business incubator complex is also located on lower Waters Street.

The Village Tree Committee has been active in tree replacement and care efforts within the village. They are hampered somewhat in that much of their efforts is directed to plantings on village property and right-of-ways. It is financially and ethically impractical for village municipal people to tend to private property tree work as this infringes in the area of legitimate local private contractors. The committee does, where it seems appropriate, enter into agreements with private property owners regarding plantings and ongoing care. The key word being ongoing care by the property owner. The Committee received a State Grant in the mid 1990's and commissioned, a village wide Tree Planting Master Plan covering each street within the historic area of the village. That document completed by Robert White, landscape architect, of Northfield, Vt acts as a on going basic plan for the village's tree programs. The Tree Committee's efforts are supported by a village budget line item, state Grants, local private Grants and, private donations

Major intersection work at the junctions of Water Street, Hillside Street and River Road is also planned in the near future in addition the length of Water Street will be repaved. These are all worthwhile community approach projects. However economic downturn realities dictate undertakings along these lines may slower in fruition and smaller increment Projects may be more successfully accomplished.

In March, 1992, a large capital improvement project to insure the future quality of our present water supply was completed. Not included was any search for future watershed additions nor improvement or extension of the distribution system. The local share to be paid out of future water rents is \$1,500,000 plus interest. This will be repaid over a 30 year period that started in 1992. The figures were for plant construction and equipping, plus the cost of installing approximately 760 residential water meters. Necessary everyday running expenses of the department are additional costs and are included in our water bills along with the bond payment.

Tax bills for North Bennington residents include highway, village, fire and school tax categories. In FY 2001 general taxes for the Village were \$0.2202, and \$0.2464 was the highway tax rate., a fire rate tax of \$0.1201 was added this year. (It was collected by the Town of Bennington.) For the Town of Bennington, the general tax rate was \$0.5600. We do not pay any water use fees or highway taxes to Bennington Town. We receive sewer fee billings from the Town each year. In 2001 the average billing was \$170.00. beginning with December, 2001, the town initiated sending the sewer billings out quarterly basis.

Beginning with the fiscal year 2002-03, our fire department budgetary needs will be met from within the village's municipal budget. We will then only be responsible to the Town for the general tax portion of the Town of Bennington's budget. We will continue to receive other town services covered in the general tax rate. Gross Grand Listing for North Bennington FY 2001 was \$508,894.59. Assessed Grand List value for all real estate for FY 2001 grand list for tax calculation purposes was \$506,159.81.03. The increase in the village's grand list resulted from property reappraisals completed in early 2001 by the Listers of The Town of Bennington. This reappraisal when measured against the State of Vermont's Fair Market Values put North Bennington at between 100% - 101% of the states valuations. Reassessment is required and, a state fine imposed, if local Grand List values fall below 80% of what the state determines as fair market value. The Town of Bennington now performs "rolling" reassessments of the town's real estate on a continuing basis focusing on different areas each year.

In FY 99 the school taxing system was changed with the State Act 60. In the November 2001 school tax bill, the State's portion of the school tax (Act 60) billing was \$1.0041. per \$100 Any amount needed to be raised above the State requirement must be raised within the local municipality. In November, 2001 the local school tax share was: \$0.7315. Added together residents were billed a total of \$1.7356 school tax. The current State School Aid Formula provides \$5,600 per year per student. Currently, (2001) the actual cost to educate a student at the North Bennington Graded School is closer to \$6,800. Education costs are greater student at the high school level.

The Village does have tax stabilization agreements with one industry, Krone (Northern Lights.) In 2001-2002, Krone expanded there operations in North Bennington. No machinery or equipment taxes are assessed in the town.

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North Bennington lost ChemFab Corp. in April of 2002. They moved their plant operations to New Hampshire and Ohio. This opens a potential industrial site that is usable with as minimum alterations necessary. The site has municipal sewer and water connections. The site has also strong potential for any industry currently utilizing propane in their manufacturing processes. Lines and tanks are in place.

To most home owners, water bills and waste water bills, (from the Town of Bennington), and local taxes are considered together as a cost to maintain our homes and businesses. They figure in our personal assessment as to the burden we bear in maintaining our homes or businesses regardless as to whether such costs are tax deductible or not. Since waste water treatment costs are becoming a heavier burden, The town in the fall of 2001 initiated billing on a quarterly basis. North bennington's Water billing continue as a semi annual billing cycle.

Our Village government is obligated to maintain, repair and upgrade where practical existing Village infrastructure. This includes highways, streets, sidewalks, parks, fire department, street lighting, storm sewers, governing expenses and, compensation for Village employees.

Act 200 requires all State Agencies to have their own five year Policy Plans and that such Policy Plans are to reflect needs as outlined in the Regional Plans outlined by the States' Regional Commissions and local Village's Master Plan.

North Bennington's largest municipal expense is its road network. We depend a great deal on the Vermont Agency of Transportation for its professional expertise, funding and special grants . To ensure that the Vermont Transportation Policy Plan and North Bennington's Master Plan reflect a working relationship, The the following capital improvement projects are recommended to the Trustees.

1. Resurfacing and repair of Main and Bank Streets as necessary.
2. New sub bases, recrowning and resurfacing as need indicates of secondary residential streets.
3. Continuation of public parking improvements including lot paving, space marking, and suitable safety lighting. at the Fire House and, with the prospects of train service, at the Village Depot.
4. Landscaping and tree planting on municipal owned or controlled property consistent with the character of the area .
5. GIS maps with overlays as determined to be useful to the Village for decision making.
6. Encourage extensions to the Green Trails network within the Village as a alternate method of moving people point to point without the use of motorized transport.

FURTHER RECOMMENDATIONS:

1. The Village, with Planning Commission funds, commissioned a survey for the layout of a parking lot at the village firehouse. The surfacing and space marking of the parking area has not been completed, but should be a priority consideration. This is a addition will relieve some of the scarcity of safe parking for business use and off street parking for residents.

2. Village Zoning By-laws should be amended or newly proposed, with proper safeguards in preserving the ambient atmosphere of the village, that will explore and encourage residential building proposals or possible other projects that increase our tax base while providing mutual benefits to all parties.

3. In reference to the GIS Mapping System, it would be prudent for the Village to include several "Build Out" Analysis of development pattern scenarios within the Village. Projects for the level of municipal services needed to sustain the Village at a point in time should be incorporated. It would be a realistic tool in planning for the future. This should be a

Village of North Bennington - Master Plan 2002

high priority for the future Planning Commission if planning Grants continue to be available. It could be utilized as a part of the requirements if the village takes serious steps in the future, to apply for Smaller Town Centers Grants when they become available.

4. The preparation of a village "Booklet of Facts" similar to the "Time and Place In Bennington." published in 1990 by the Town of Bennington Historic Preservation Commission, is a logical second step. The format and content outlines can be duplicated to suit North Bennington's needs.

5. As knowledge becomes available during the five year cycle of this Plan, it may be advantageous to consider amendment(s) to the Master Plan indicating a specific municipal project or the arise of undesired consequences to our village way which need to be addressed in the zoning bylaws but need a reference back to the Master Plan.

8.10 ENERGY ELEMENT

Energy is a scarce resource that should be considered in any comprehensive planning process. With a heating season that generally lasts for at least seven months, it is evident that home and business energy consumption is a significant issue for everyone residing in this area. Fossil fuel prices have been erratic, electric heat is clean but expensive. The current drawback to increased electrical use is the source of producing it, usually fossil fuels. Even with efforts at conservation of energy, more and more of today's "tools" are dependent on electricity. Wood, while widely available in this area, has recently been cited as a pollution factor, mainly for the release of heavy metals into the atmosphere. These concerns, combined with the local, regional, and global environmental problems caused by fuel extraction, processing, and combustion, suggest strongly that energy conservation measures should continue to be emphasized. Subdivisions and buildings should be designed with energy conservation in mind (orientation for solar access, siting buildings in protected rather than exposed locations, etc.), and thermal integrity standards for buildings, such as those specified in the Bennington Regional Energy Plan. Owners of existing buildings, especially if serious renovations are contemplated, should consider retrofitting, where possible, to conserve energy; financial assistance may be available to some home owners through State programs and organizations such as the Bennington-Rutland Opportunity Council (B-ROC).

It is well established that effective land use planning can promote energy conservation. The plan provides for intensive residential and commercial growth in the designated village areas. The plan also discourages capital expenditures on roads or other infrastructure that would tend to lead to scattered development. Compact development patterns will encourage non motorized modes of transportation, while reducing the number and length of automobile trips, truck deliveries, and the like.

A more detailed assessment of the regional energy needs and issues is presented in The Regional Energy Plan, BCRC, 2002, and the Energy Chapter VIII of the Bennington County Regional Plan, January/February 2002.

POLICIES:

1. All practical energy conservation measures should be considered during the siting, design, and construction or reconstruction of buildings; insulation standards recommended by the Department of Public Service should be adhered to. Building designs that incorporate solar space and water heating systems and other innovative efficiency technologies should be encouraged.

2. Commercial and industrial uses should include energy efficiency and conservation in their business plans and operating procedures. More efficient utilization's and conservation makes good business sense.

3. Village and school buildings should include where practical, energy efficiency and conservation in their day-to-day operations.

4. Electricity should be conserved as a high quality form of energy, and its use promoted where it functions most efficiently. (e.g. electricity is appropriate for lighting and motor operation). Research also indicates it can become a prime mover in automotive equipment.

5. If small head hydroelectric facilities are considered at existing dam sites, a cost benefit analysis (and environmental assessment) should be prepared prior to construction.

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9.0 MAPS - GIS Generated.

9.1 VILLAGE PLANNING AND ZONING DISTRICTS MAP – Official Map of the Village.

9.2 ADDITIONAL MAPS

Several single purpose maps are in the Appendix of the Plan

9.3 GIS GENERATED MAPS – SCALE OF 1:5000'

Several maps were prepared with a \$4,550 Grant received in 11/01/00 from the State of Vermont, Department of Housing and Community Affairs. The Grant produced one base map from which several specific overlays were added. With the basic digitalized map information available at the BCRC office in Arlington and in the master files of Vermont Agency on Housing and Community Affairs, further mapping projects are possible as North Bennington's needs arise.

Current (110103) GIS scaled maps included.

Land Use Map – Official Planning and Zoning Districts Map
Water Distribution System Waste water lines within the Village
Parcel tax map
Transportation Roads Map
Natural Areas within the Village confines
Public Facilities presently available.
Agricultural Soil Map
Special Overlays Map - Historic District - Flood plain - Lake Paran Shoreline Protection
Wood Lands Trail Map
PUD Educational campus - Bennington College

Note:

24" x 30" size mylar maps are not kept at the Village Office. The BCRC. Regional Commission office in Arlington, VT. has these. Copies can be made, (The cost to purchaser will depend on reproduction charges current at time of request.) These maps conform to GIS standards as to size and scale.

Also available are the 110102 version of aerial Ortho photo Maps of the area of North Bennington. These give a birds eye view of terrain, roads and buildings. The four photos carry the identification of: 088044, 088048, 0102044, and 0102048. These ortho photo maps may be obtained from the Vermont Department of Taxes. 43 - 1/2 Randall St., Waterbury, VT.

Additional useful Maps as generated and added.

A. Several economic and residential "Build Out" maps indicating the uses of village infrastructure to support village services.

B. A updated parcel map with all known structures accurately placed thereon including assigned house addresses indicated thereon. This map would be helpful for E 9-1-1 responders, Post office, and the village government in locating specific locations when necessary.

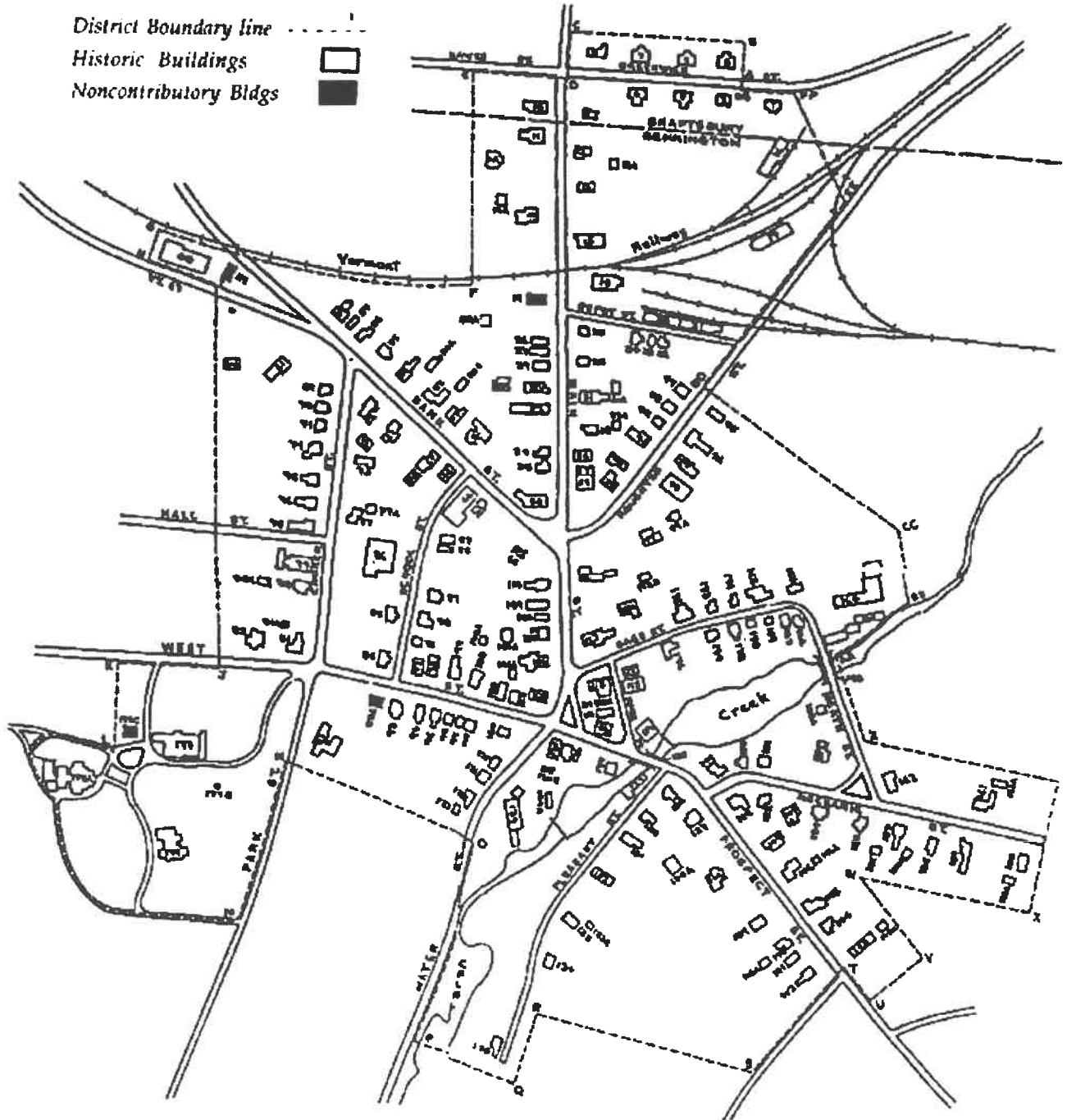
APPENDIX A

NORTH BENNINGTON'S HISTORIC DISTRICT

A list of historic buildings in the National Register

MASTER PLAN 2002

North Bennington Village National Historic District
Appendix A



Village of NorthBennington – Master Plan 2000

NORTH BENNINGTON'S HISTORIC DISTRICT

1. – 7. Brick Row Complex, Greenwich Street in Shaftsbury, (circa 1867). Built by North Bennington Boot & Shoe Company for their employees.
8. Reuben Green House, Greenwich Street in Shaftsbury, (post-1894)
9. Walsh House, Main Street, (post-1894)
10. Ciocca House, Main Street, (pre-1869)
11. Milo C. Huling House, 66 Main Street, (prior 1869), owned by David and the late Jean Aldrich
- 11a. Huling Carriage Barn, one of the remaining elaborate kern barns left in the Village.
12. Shanahan House, 63 Main Street, (pre-1856)
- 12a. Shanahan Barn, clapboarded, gable roof, slated shingles.
13. Darling House, 59 Main Street, (pre-1856), 1-1/2 story, wood framed, clapboarded, east ell with south entrance.
14. Edward D. Wellings House, 58 Main Street, (post 1869), Italianate Revival style home
- 14a. E. D. Wellings Carriage Barn, design follows the home, #14
15. North Bennington Hotel, Main Street, (prior 1869), over the tracks from the station. Altered over the years for varied uses. Finally burned down in 1960's. Only a basement wall remains, used by Whitman's Feed Store for storage area.
16. Whitman's Feed Store, off Greenwich Street, (post-1869), originally constructed as a soap factory.
17. Rutland Railroad Freight House, off Houghton Street, (prior 1869), later renamed Vermont Railway when trackage bought by the State. Now used by Whitmans for storage.
18. Rutland RR / Vermont Railway Depot, Main Street at Depot Street, (1880) Architecturally considered the finest Depot in Vermont. Had the first inside flush toilet in town. Now used as Municipal Offices.
19. U. S. Post Office, Main Street, (1957), undistinguished architecture, serviceable building, which does not contribute to the historical character of the district.
20. Coal Shed, Depot Street, (post-1869), with tower on track side. From the era of the steam engine. Later used in Joe Nadeau's coal business. [stands sad and depressed.]
21. Stark Paper Company Storeroom, Depot Street, (post-1869). From 1930 through the 1960's used as a receiving station by the Polygraphic Corporation for printing papers. At one time Polygraphic was the largest operating Lithographic plant in Vermont. In its heyday, it ran five color sheet fed presses taking sheets 54" x 76".
22. Frank Green House, Depot Street, (post-1869)
23. ??? House, (post-1869), history unknown
24. ??? House, (post-1869), history unknown
25. Bake Shop House, 48 Main Street, (pre-1856)
26. ??? House, 48 Main Street, (post-1894), history unknown
27. W. Bernice Simmons House, 46 Main Street, (post-1894), similar to #26
28. ??? House, 45 Main Street, (post-1894)
29. Frederick Simmons House, 42-44 Main Street, (pre-1869), wood-frame, clapboarded, flat roof
30. H. Clayton Simmons House, 40 Main Street, (pre-1856) in the Greek Revival style
- 30a. H. Clayton Barn, detailed tie-in with house styling.
31. Dr. Edward Tobin House, Main Street, (pre-1856), similar to H. C. Simmons across the street. Greek Revival with ad additional Italianate detailing.
- 31a. Tobin Carriage Barn, complements residence.
32. Simmon's Boiler Shop (1900). Willis' Garage from about 1940 until he died. Now Redeemed Repair. A garage and used car lot.
- 32a. Former H. C. Simmons Foundry, off Main Street, (1914), 1-story concrete block
33. Dr. Newton House, (1848) ,also known as the Cobblestone House
- 33a. Newton Barn, 1-1/2 stories
34. Fannie Hinsdill House, (pre-1856)
35. Stone House, 28 Main Street (circa 1840). Only stone example within the Historic District.
36. Dwyer Block, Main Street, 3 stories, brick
37. Morris Block, Main Street, (post-1886). Most

Village of NorthBennington – Master Plan 2000
NORTH BENNINGTON'S HISTORIC DISTRICT

elaborately detailed example of a wood-frame flat-roofed commercial block.

38. Panos Block, Main Street, (post-1886). Used as a ice cream and candy store. Now headquarters for Quality Plumbing and Heating.

39. Rich House, Houghton Street, (pre-1886)

40. Lowre House, Houghton Street, (pre-1894)

41. Mary Meagher House, Houghton Street, (pre-1856), now occupied by the David Shaughnessy family.

42. Austin House, Houghton Street, (circa 1930)

43. Young House, Houghton Street, (post-1894)

44. McGuire House, Houghton Street, (post 1894)

45. Stevens House, Houghton Street, (post 1894)

46. Coy House, Houghton Street, (pre-1856)

47. Roman Catholic Rectory, Houghton Street, (pre-1869), 2 stories, wood frame, metal siding

48. St. John The Baptist, Houghton Street, Roman Catholic Church (1928), brick

49. Houghton House, Houghton Street, (pre-1856). Also known as the Gingerbread House.

50. First National Bank, Bank Square, (1864). Became the Catamount Bank and presently known as The Merchants Bank of Burlington.

51. Whites Apartments, 9 Bank Street, first house built on then newly opened Bank Street.

52. Masonic Lodge, Bank Street, former carriage barn of #51. Converted to present use in 1917-18.

53. Edward Phillips House, Bank Street, (pre-1869)

53. A. Phillips Carriage Barn

54. Gaul House, 15 Bank Street, (pre-1869)

55. Myron Jones House, 17 Bank Street, (circa 1910)

56. Loveland House, 19 Bank Street, (post -1894)

57. Hanrahan House, 21 Bank Street, (post- 1894)

58. Russell House, 23 Bank Street, (pre-1894)

59. Grocery Store, junction at Bank Street and VT Rte. 67, (circa-1920s), enlarged 1970, converted from gas station. Does not contribute to the character of the District.

60. Bennington and Hoosick Valley Trolley Car Barn, (1897). Housed varied businesses since then.

61. Sidney Colvin House, 24 Bank Street, (1855)

61a. Colvin Barn, stands west of the house

62. Krum House, 16 Bank Street, (pre-1869), 2-1/2 stories with 1-1/2 story south ell

63. Ralph Jones House, 14 Bank Street, (pre-1869).

64. Amy Surdam House, 12 Bank Street, (pre-1856). Built by A. Safford.

64a. Surdam Barn, clapboard, gabled roof

65. Herbert White House, 10 Bank Street, (pre-1856)

66. Congregational Church, Bank and School Streets (1873). Cost \$15,000 to build. Built by T. Park

67. Congregational Parsonage, 6 Bank Street, (pre-1856). House has resemblance to the White Apartments across the street but a bit more conservative.

68. Gas Station, Bank and Main Streets, (1960). built on site of former Hotel White.

69. Ross House, 1 Church Street, 1-1/2 stories

70. Toomey House, Church Street, Bungaloid style, 1-1/2 stories

71. Davis House, Church Street, (post 1894), 2 stories, clapboarded, hip roof

72. Dr. Woodhull House, Church Street,(post 1869), 2-1/2 stories, composition siding, gabled roof

73. Bazino House, 5 Church Street, (post-1869), 1-1/2 stories, clapboard gabled slate roof

Village of NorthBennington – Master Plan 2000
NORTH BENNINGTON'S HISTORIC DISTRICT

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| <p>74. Parker House, 5 Church Street (pre-1869), 2 stories, clapboarded, slate roof</p> <p>75. McCarthy House, 7 Church Street, (pre-1869), clapboarded, hip roof, slate shingles</p> <p>76. Welch House, 9-11 Church Street, (pre-1894), duplex, 2-1/2 stories, clapboard, gabled roof, slate shingles</p> <p>77. Vetal House, 12 Church Street ,(pre-1894), 1-1/2 stories, clapboarded, gable roof, slate shingles</p> <p>77a. Vetal Shed, 1-story, novelty siding, gabled roof</p> <p>78. Howe House, 13 Church Street, (pre-1869) 10-1/2 stories, 3 bay, clap boarded, gable roof with slate shingles.</p> <p>79. Baptist Church, Church Street, (1845). Moved to present site in 1865.</p> <p>80. Baptist Parsonage, Church Street (circa 1890)</p> <p>80a. Parsonage Barn, 1-1/2 stories, clap boarded, gable roof, slate shingles.</p> <p>81. Harrington House, West and Church Streets, (1847) 1-1/2 stories,brick, stone lintels, gable roof with slate shingles. Now occupied by Julia Randall.</p> <p>81a. Garage, (1970), 1-1/2 stories.</p> <p>82. Van Ben House, West Street, (pre-1856) Greek Revival, built by Nathaniel Hall.</p> <p>83. The Lodge, formerly part of the Park-McCullough Estate across the road.(1856)</p> <p>83a. Garage, 1-story concrete block. converted to residence.</p> <p>84. Asheal Salmon House, School and West Streets (pre-1869)</p> <p>85. Knapp House,15-17 School Street, (post-1894)</p> <p>86. North Bennington Graded School, School Street, (built in 1871), 2-story brick building</p> <p>87. Briggs House, School Street (post-1894)</p> <p>88. Ransom House, School Street (post-1894)</p> <p>89. Major Holt House, School Street, (post-1894)</p> | <p>90. Sam Tessier House, 16 School Street, (pre-1894)</p> <p>91. LaVigne House, School Street (post-1894)</p> <p>92. ???? House, West and School Streets, (pre-1894)</p> <p>93. Kenyon House,West Street, (pre-1856)</p> <p>94. ???? House, West Street, (pre-1856)</p> <p>95. ???? House, West Street, (post-1894)</p> <p>96. ???? House, West Street, (post-1894)</p> <p>97. Miles House, West Street, (pre-1869)</p> <p>98. ???? House, West Street, (post-1894)</p> <p>99. ???? House, West Street, (post-1894), identical to #98</p> <p>100. Albert S. Hathaway House, West Street, (pre-1869)</p> <p>100a. Carriage Barn to above #100.</p> <p>101. ???? House, West Street, (circa 1940)</p> <p>102. William J. Harrington House, West Street, (pre-1869)</p> <p>103. Franklin Scott House, West Street, (pre-1894)</p> <p>104. ???? House, 10 West Street, (circa 1940)</p> <p>105. McCullough Library, Main and West Streets, most prominent 20th century Building in the Historic District. (1920-21)</p> <p>106. Dr. J.B. Armstrong House, 8 Main Street (circa 1825), brick painted white.</p> <p>107. Dr. David Gleason House, Main Street</p> <p>107a. Carriage Barn to #107.</p> <p>108. Ranney House, Main Street, (post-1894)</p> <p>109. Former Rosier Drygoods Store, 16 Main Street</p> |
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Village of North Bennington – Master Plan 2000
NORTH BENNINGTON'S HISTORIC DISTRICT

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| 110. Babson House, 18 Main Street, (pre-1856) | 127. Former North Bennington Firehouse (prior 1856 as blacksmith shop) |
| 111. Meagher-Brundage House, 21 Main Street, (pre-1856) | 128. Prospect Street bridge, one span stone arch bridge, (1879) |
| 112. George B. Welling House, Main and Sage Streets (circa 1826) | 129. Walbridge Red Mill, Prospect and Pleasant Streets (prior 1856), still commercially used. |
| 112a. Carriage Barn to #112 | |
| 112b. Barn to #112 | |
| 113. Power's Market, Main and Sage Streets (circa 1833), Greek Temple adaptation | 130. Frank Watrous House, Pleasant Street, (post-1894) |
| 114. ???? Storefront, Main Street, (circa 1955), presently Ronald Nadeau property | 131. G.D. Mattison House, Pleasant Street, (pre-1869) |
| 115. Former Union Store, Main Street (circa 1850) | 132. James Morrissey House, Pleasant Street, (pre-1856) |
| 116. Percey's Store, Main and Prospect Streets | 133. Louis Lassour House, Pleasant Street, (pre-1869) |
| 117. Former Andrew J. Nash, Nash Street, blacksmith shop, (pre-1894), once used as Vocational shop for North Bennington School. | 133a. Barn to #133 |
| 118. Former Shanahans Livery Stable, Nash Street (post-1894) | 134. Charles Corcoran House, Pleasant Street, (pre-1894) |
| 119. North Bennington Fire House, Prospect Street, (1965) brick construction, replaced older wooden firehouse across the street. | 135. James Powers House, Pleasant Street |
| 120. Bevis House, Water Street, (pre-1856) | 136. ???? House, Prospect Street (pre-1856) |
| 121. Driscoll House, Water Street, (pre-1856) | 137. James McGovern House, Prospect Street, (pre-1856) |
| 122. Mackey House, Water Street (pre-1856) | 138. Hattie S. Welling House, Prospect Street, (prior 1856) |
| 123. "Baby Tom" Powers House, Water Street (pre-1856) | 138a. Carriage barn to #138 |
| 124. Former Stark Paper mill, off Water Street, (1833), now Haviland's Privilege Condos | 139. Fred Welling House, Prospect Street, (prior 1856) |
| 124a. Pond House on Haviland Privilege land, forebuilt from old stock barn. | 140. Ed Nash House, Prospect Street, (pre-1856) |
| 124b. Garage, (circa 1979) Modern improvement | 140a. Barn to # 140 |
| 125. Former James E. Powers Clothing Store, Prospect and Water Street, (circa 1890) now North Bennington Cafe | 141. Ed Mosher House, Prospect Street (pre-1894) |
| 126. Lizzie Ryan House, Prospect Street, (circa 1890) | 142. Richard and Elizabeth Dwyer House, Prospect Street, (post-1894) |
| | 143. Col. J. H. Walbridge House, 34 Prospect Street, (original prior 1856) |
| | 143a. Barn to #143 |
| | 144. Watson House, Prospect Street (circa 1930) |
| | 145. Herbert S. Walbridge House, Prospect Street, (pre-1894) |
| | 146. Andrew J. Nash House, 48 Prospect Street, (pre-1856) |

Village of NorthBennington – Master Plan 2000
NORTH BENNINGTON'S HISTORIC DISTRICT

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| <p>146a. Barn to #146</p> <p>147. George H. Elwell House, Prospect Street, (prior 1856)
 147a. Carriage barn to #147</p> <p>148. Catherine Elwell House, Prospect and Mechanic Streets, (post-1894)</p> <p>149. ??? House Prospect and Mechanic Streets, (post-1894?)</p> <p>150. ??? House, Mechanic Street, (post-1894)</p> <p>151. ??? House, Mechanic Street, (post-1894)</p> <p>152. ??? House, Mechanic Street, (post-1894)</p> <p>153. C.W. White House, Mechanic and North Streets, (circa 1903)
 153a. Garage to #153</p> <p>154. ??? House, Mechanic Street, (post-1894)</p> <p>155. Richard Corcoran House, Mechanic Street, (pre-1894)</p> <p>156. ??? House off Mechanic Street, converted, former barn of #157</p> <p>157. Mooney House, 19 Mechanic Street, (pre-1894)</p> <p>158. Goodermote House, 23 Mechanic Street, (pre-1869)
 158a. Barn to #158</p> <p>159. Rufus Towsely House, 25 Mechanic Street, (pre-1869)</p> <p>160. Burton Bromley House, Mechanic Street, (pre-1894)
 160a. Barn for #160</p> <p>161. Arthur Sheppard House, 26 Mechanic Street, (circa 1856)
 161a. Barn for #161</p> <p>162. ??? House, North and Mechanic Street, (pre-1894), now Thomas Paquin residence</p> | <p>163. North Street Bridge, Pony Truss, no longer exists</p> <p>164. Former Payne's Shop, North and Sage Streets, (1919-20: Brick factory)</p> <p>165-176. Mill Houses, Sage Street (formerly Factory Lane) (circa 1811 thru 1850)</p> <p>177-177c. Park-McCullough House and assorted buildings</p> <p>178. Governor Highland Hall Farmhouse, off Park Street, part of the Park-McCullough complex. Luther Park House on Park Street going west from the Big House. Stood on the site of the Bennington Free Library. Moved to the Hall Farm in 1914. Not included within the Historical District, but historically significant.</p> |
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Historic but not in the Historic District

Hinsdill House, on right side of Harrington Road going northwest past the Bennington Waste Water Treatment Facility. Not within the District but considered an outstanding example of a Georgian House within Bennington County.

Henry House, west side of the Burt Henry Covered bridge, (1769). A straight forward five bay Georgian style structure. Once a Inn on the old Albany Post Road.

E. M. Henry House, east side of the Burt Henry Bridge at junction of Harrington and River Roads. Later George Mattison's residence. In 1932 bought by the McCullough/Scott families. Now the residence of the Wamsleys. Outside the Historic District but interesting.

Old Stone Church, at junction of River Road, Hillside and Water Streets. Unusual for its stone design and construction. Stone probably quarried close by, but not of the best quality. Had a checkered career as a Church.

APPENDIX B

NORTH BENNINGTON'S PUD DISTRICTS

*PUD - EC Bennington College Main Campus
PUDs - Homestead Mews, Homestead Green - Assisted and Senior Housing*

**VILLAGE OF NORTH BENNINGTON
MASTER PLAN 2002**

APPENDIX C

NORTH BENNINGTON'S MAPS and OVERLAYS

MASTER PLAN 2002

Overlay Zones

- Overlay zoning is a relatively simple, straightforward technique that can be used to protect or promote site-related public benefits. It is typically used when there is a special concern in a geographic area that does not coincide with the boundaries of the standard zoning districts or even property lines. It has been used since the early 1960's and is widely applied throughout the country, including Vermont. The purpose of this paper is to explore the potential uses of overlay zoning in order to achieve more flexibility in regulating land use.

Description

OVERLAY ZONES

Mapping Zones

An overlay zone is a separate zone or district that is placed over an existing district, usually adding a new layer of regulations to those already in the underlying zone. Thus the uses of the land within the overlay zone must meet both sets of requirements, unless the requirements of the overlay zone override those of the underlying one. An overlay zone, although a special type of zone, is treated like all zoning districts that are authorized by 24 VSA chapter 117 and can recognize *different classes of situations, uses and structures*. Overlay zones thus may have both permitted uses and conditional uses.

UNDERLYING ZONES USUALLY ARE THE BASE MAPS

Like the underlying zone, (the base map), an overlay zone is mapped to indicate defined boundaries. The overlay zones can, however, overlap parts of several underlying zones or cover only a portion of the underlying zone.

How They Work

- Overlay zones are more adaptable than conventional zoning because they can provide additional requirements needed for certain areas within a district or across districts without changing the standards for the entire district(s). These requirements usually add restrictions to development in these specific areas. The additional regulations can be designed to help ensure that new development be allowed in ways that will protect, complement or enhance an existing resource. They can also be used to provide incentives to encourage specific types of development

- Traditional zoning designations are generally broad, indicating where the different land uses, such as residential, commercial and industrial, are permitted. Overlay zones can be used to apply additional more specific criteria-such as floor-area-ratios, setbacks, performance standards, design standards-to achieve desired objectives in locations where *certain physical or cultural characteristics, or special needs, have been identified*.

Village of North Bennington – Master Plan 2000
NORTH BENNINGTON'S OVERLAY ZONES

Establishing a Review Process

- Another way overlay zoning can bring more flexibility into the process is through permitting development on a case-by-case basis, by only granting uses in the overlay zone through a review board process. The review standards need to be written into the bylaw itself; they must be clear, consistent with each other, and tied to the objectives of the overlay zone. The standards should also be specific enough to assure the continued stability of developed neighborhoods. In Vermont, an existing review process, such as CONDITIONAL use or design review, is often used. Some examples are:

- Zoning regulations often subject all proposed uses located within a designated Conservation Overlay Area to a conditional use review to ensure adequate protection of the resource in the overlay. In considering an application, the Board of Adjustment shall evaluate the immediate and long range impact of the proposed use on the resource. In this case, the overlay zone does not describe a new set of permitted or conditional uses, but converts all allowed uses of the underlying zone to conditional use. The zoning regulations then proceed to outline the set of standards by which these conditional uses will be reviewed.

- While North Bennington does not presently have a "Greenway Village Center" proposal on the table. It could be a near future option to investigate. This would be another Overlay superimposed on a portion of the downtown village core. It could be done without all the rigamarole necessary in change a planning district as required of the Master plan. The Village Trustees would have to mutually form a committee to study a proposal such as this. It is mentioned here as an example of where the overlay route becomes useful.

Uses

- The most common application of overlay zoning is to conserve a valuable community resource, such as wetlands, stream banks, views, conservation or agricultural. Title 24, VSA, Chapter 118 also discusses conservation issues.

Village of North Bennington - Master Plan 2002

Colophon

Front Cover: A pencil sketch of the 1880 railroad depot station. Artist unknown. Drawn by "JR" in 1977.

Back Cover: A computer scanned Photostat of the North Bennington School when still a combined elementary and high school building . Date unknown.

Final printing text and headings : Body type in 10 pt New Times Roman, Bold versions used as emphasis.

The Plan went through enough drafts and rewrites to fill two 100 MB ZIP disks plus 5 - 6 reams of paper and ink cartridges before consolidation into the final presentation version.

Invaluable help came from the Bennington County Regional Commission: Rex Burke, Executive Director: James Sullivan, Senior Planner and, Lissa Luke, Planner, for their advice and encouragement. To James Henderson GIS Senior Mapper, for patience, good humor and attention to map details and their final outputs.

Planning Commission members working on this version were:

Jonah Thiem, Madeline Gratton,

Jamaica Kincaid, Glen Ferguson

Rob McWaters

and

Zoning Administrator: Scott Creedy

Public Members came and went after lending their expertise and commentary

Production Notes:

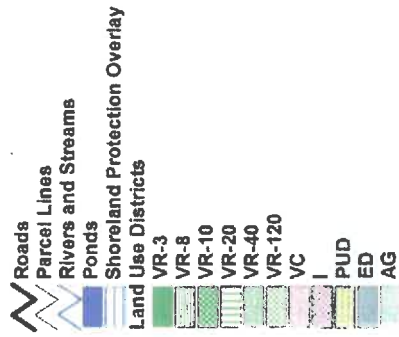
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Epson 636U color scanner

Printers: hp 1200 LaserJet black printer
Epson 740i and 1160 color printers

Computers 1000 MHZ Apple G4 Tower
733 MHz Apple G4 tower
300 MHz Apple G3 desktop

Application Programs: Appleworks
OmniPage Pro
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MacLinkPlus Data viz,
Adobe PhotoShop Elements

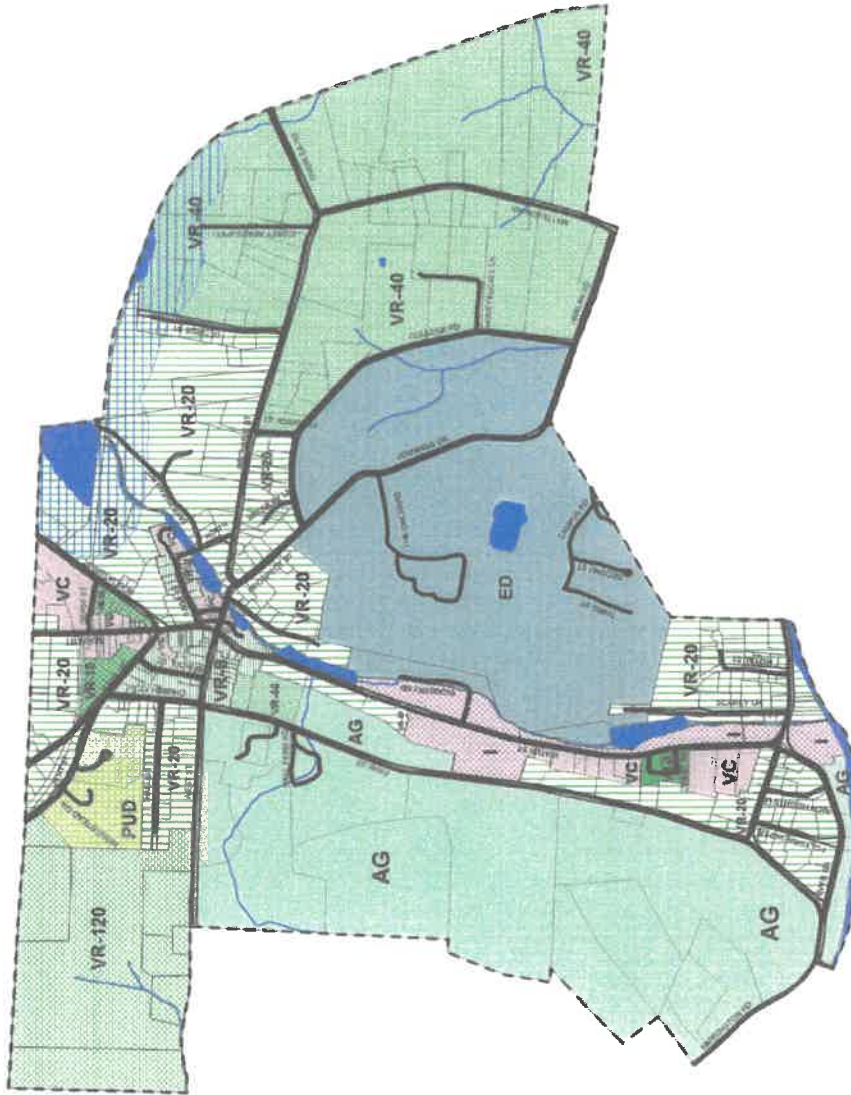
North Bennington, VT Land Use Plan



Roads: 1:5,000 orthophotos and GPS, Vermont Enhance 911, June 2001.

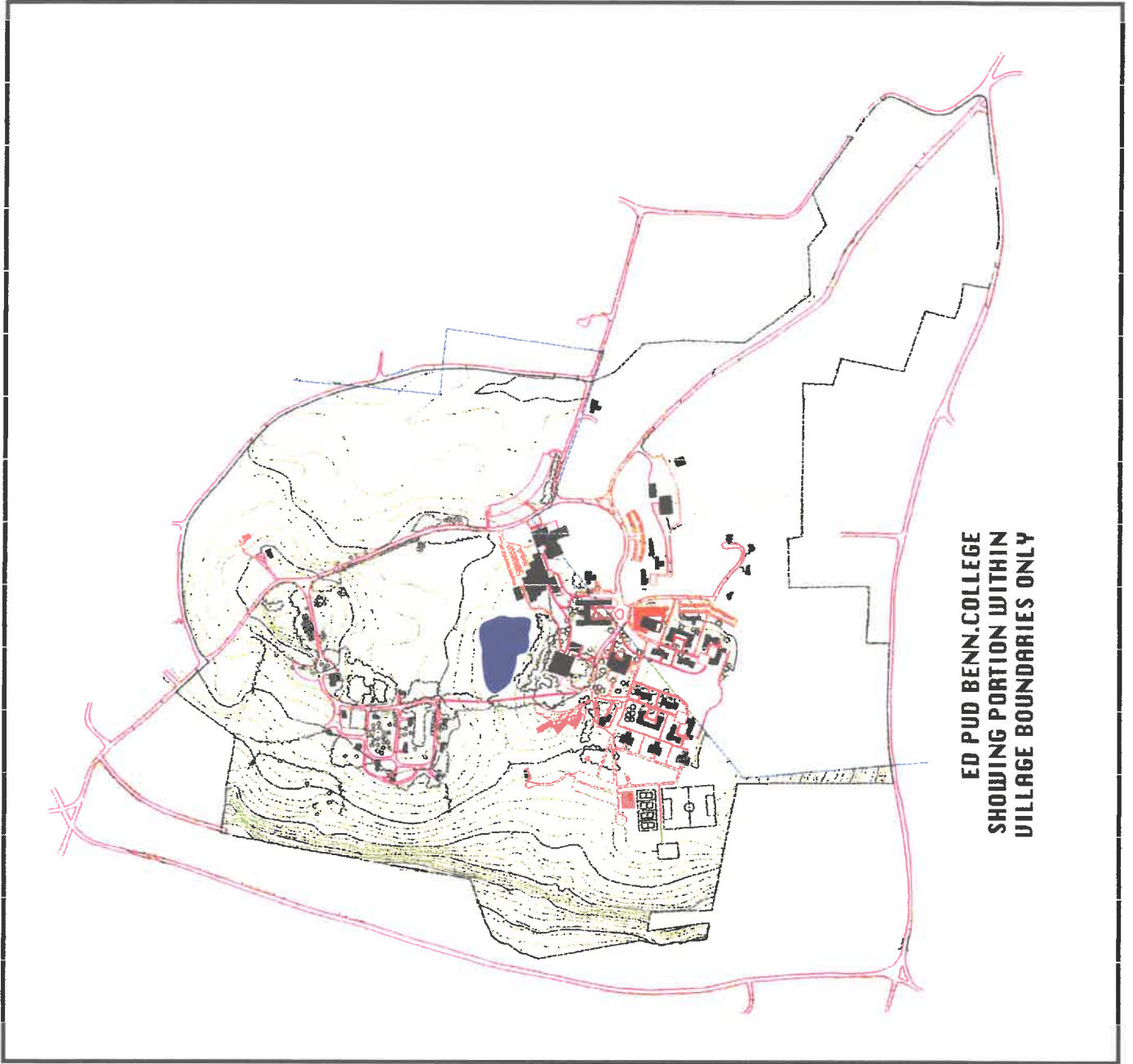
Surface Waters: 1:5,000 orthophotos, BCRC, 1994.

Land Use Districts: North Bennington Parcel Map, districts defined by Robert McWaters and Jim Henderson, January 2002.



This map was prepared Jan. 10, 2002 by BCRC. It is intended for general reference and planning purposes only.

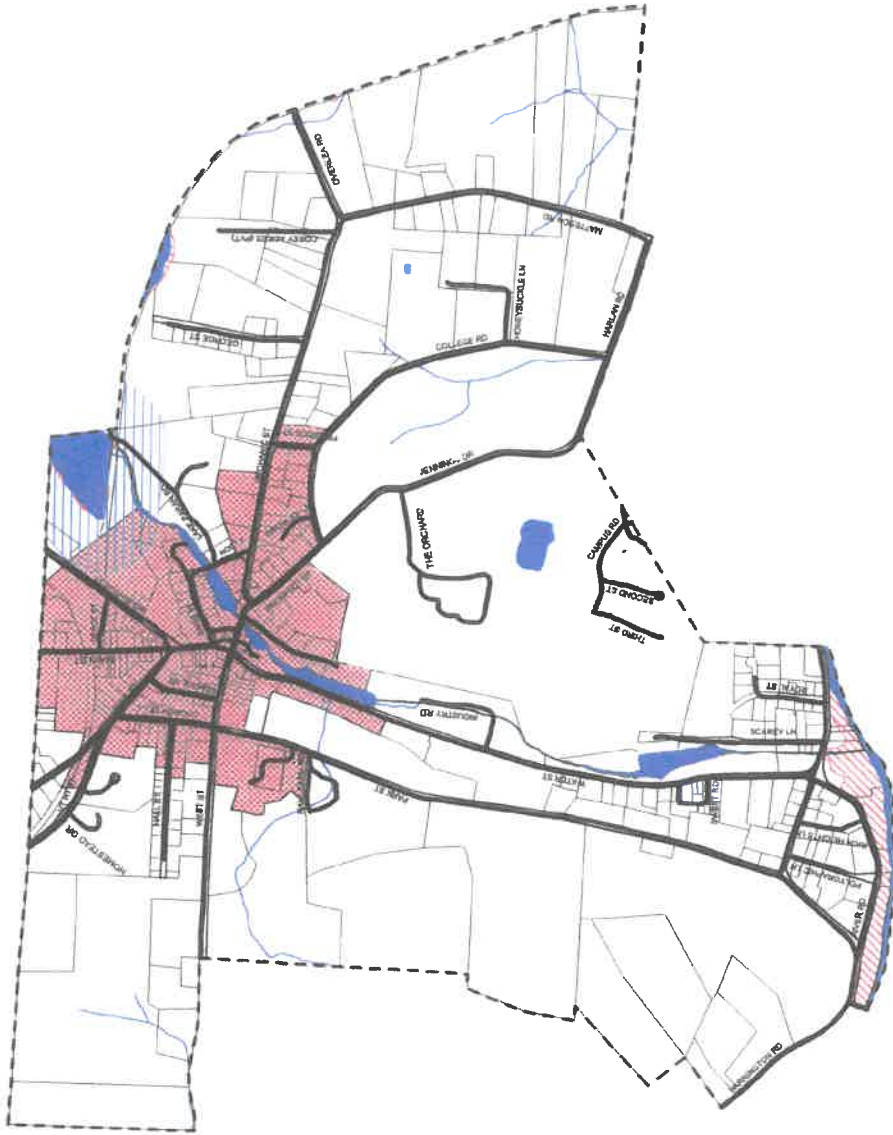
Revision Date: May 18, 2002



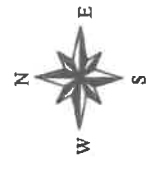
**ED PUD BENN. COLLEGE
SHOWING PORTION WITHIN
VILLAGE BOUNDARIES ONLY**

North Bennington, VT Overlay Map

-  Roads
-  Parcel Lines
-  Rivers and Streams
-  Ponds
-  Shoreland Protection Overlay
-  Historic Overlay District
-  Flood Hazard Areas



Roads: 1:5,000 orthophotos and GPS, Vermont Enhance 911, June 2001.
 Surface Waters: 1:5,000 orthophotos, BCRC, 1994.
 Shoreland Protection Overlay: Village of North Bennington Zoning Bylaws 1994 - 1999.
 Historic Overlay District: 1:5,000 orthophoto parcel map, Robert McWaters, BCRC, 2002.
 Flood Hazard Areas: FEMA Flood Insurance Rate Maps, BCRC, 1995.



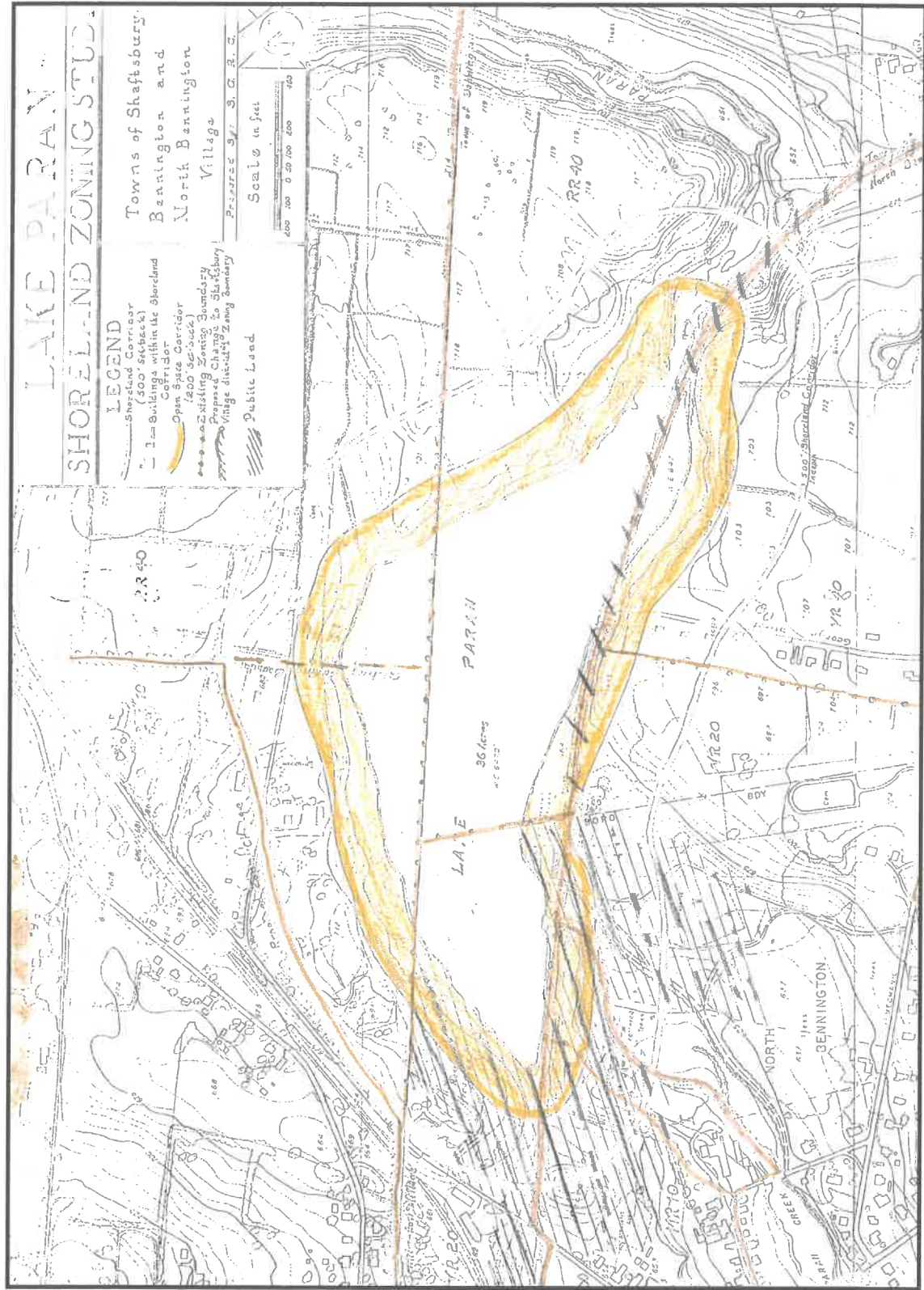
This map was prepared March 25, 2002 by BCRC. It is intended for general reference and planning purposes only.

LAKE PARAN SHORELAND ZONING STUDY










Towns of Shaftsbury,
Bennington and
North Bennington
Village

- LEGEND**
- Sheepshead Corridor (500' setback)
 - - - Buildings within the Sheepshead Corridor
 - Open Space Corridor (200' setback)
 - Existing Zoning Boundary
 - Proposed Change to Shaftsbury Village district Zoning Boundary
 - /// Public Land

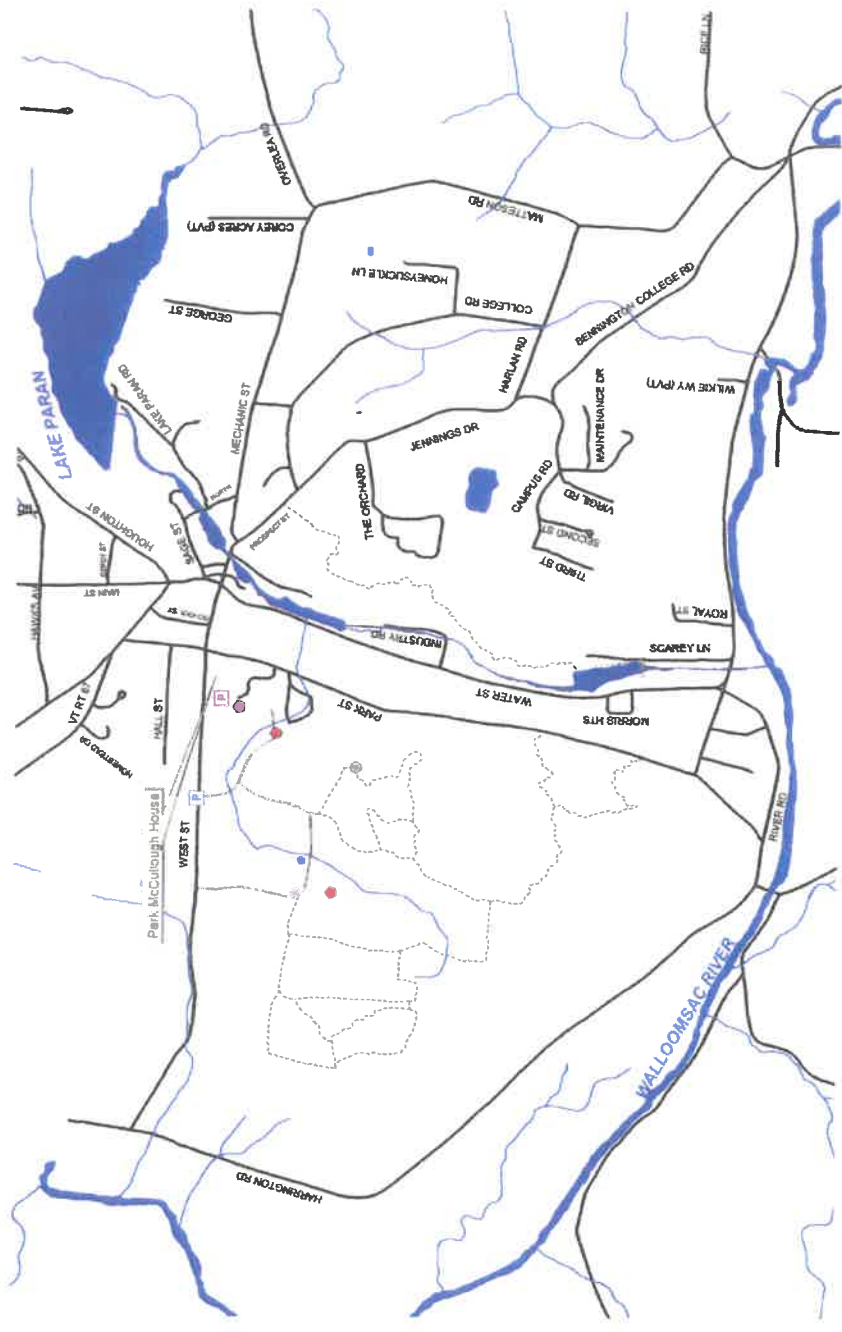
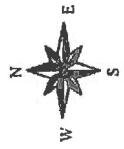
Scale in feet
0 100 200 300 400



North Bennington, VT Trail Map

-  Barn
-  Barn Foundation
-  Coach Rock
-  Dam
-  Parking
-  Trails
-  Farm Road
-  Rivers and Streams
-  Ponds

Roads: 1:5,000 orthophotos and GPS, Vermont
Enhance 811, June 2001
Surface Waters: 1:5,000 orthophotos, BCRC,
1984.
Trails and Structures: GPSed by BCRC, August
2001.




This map was prepared Sept. 12, 2001 by BCRC.
It is intended for general reference and planning
purpose only.


NORTH BENNINGTON, VT

NATURAL AREAS


- Significant Natural Community
- Wetlands



VT
GIS



BCRC
O.I.S.














VT
VERMONT GEOGRAPHIC INFORMATION SYSTEM
HELPING VERMONTERS VISUALIZE CHANGE

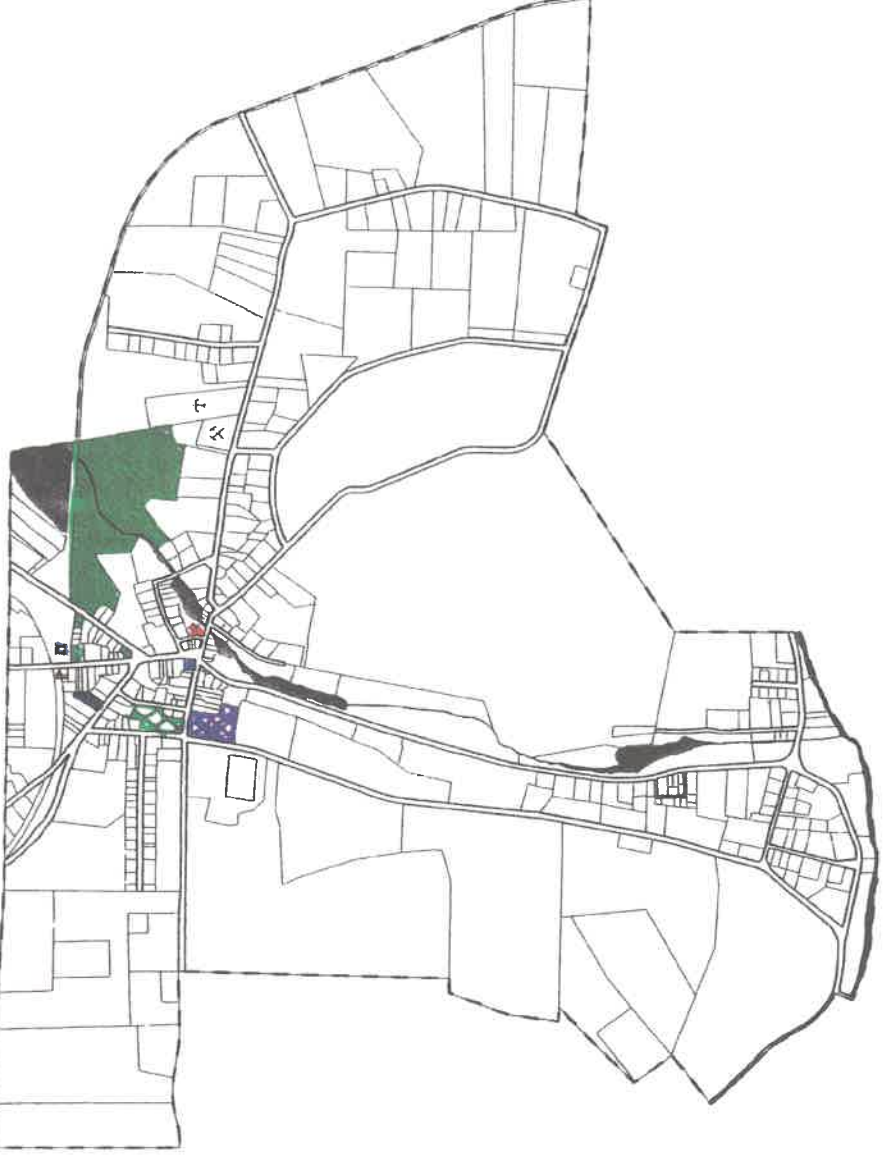


MAP PRODUCED 7/29/93 BY BCRC

NORTH BENNINGTON, VT.


PUBLIC FACILITIES

-  Village Recreation/Parks
-  Private Recreation/Parks
-  Head Start School
-  Public School
-  Private School
-  Village Offices
-  Post Office
-  Library
-  Fire Station
-  Town Garage
-  Cemetery



GIS
VERMONT GEOGRAPHIC INFORMATION SYSTEM
DESIGNING YOUR BEST CHOICE






BCRC
0.1 S.



MAP PRODUCED 7/21/93 BY BCRC

NORTH BENNINGTON, VT.

TRANSPORTATION PLAN

-  Class 1 Town Highway
-  Class 2 Town Highway
-  Class 3 Town Highway
-  State Highway
-  Private Road



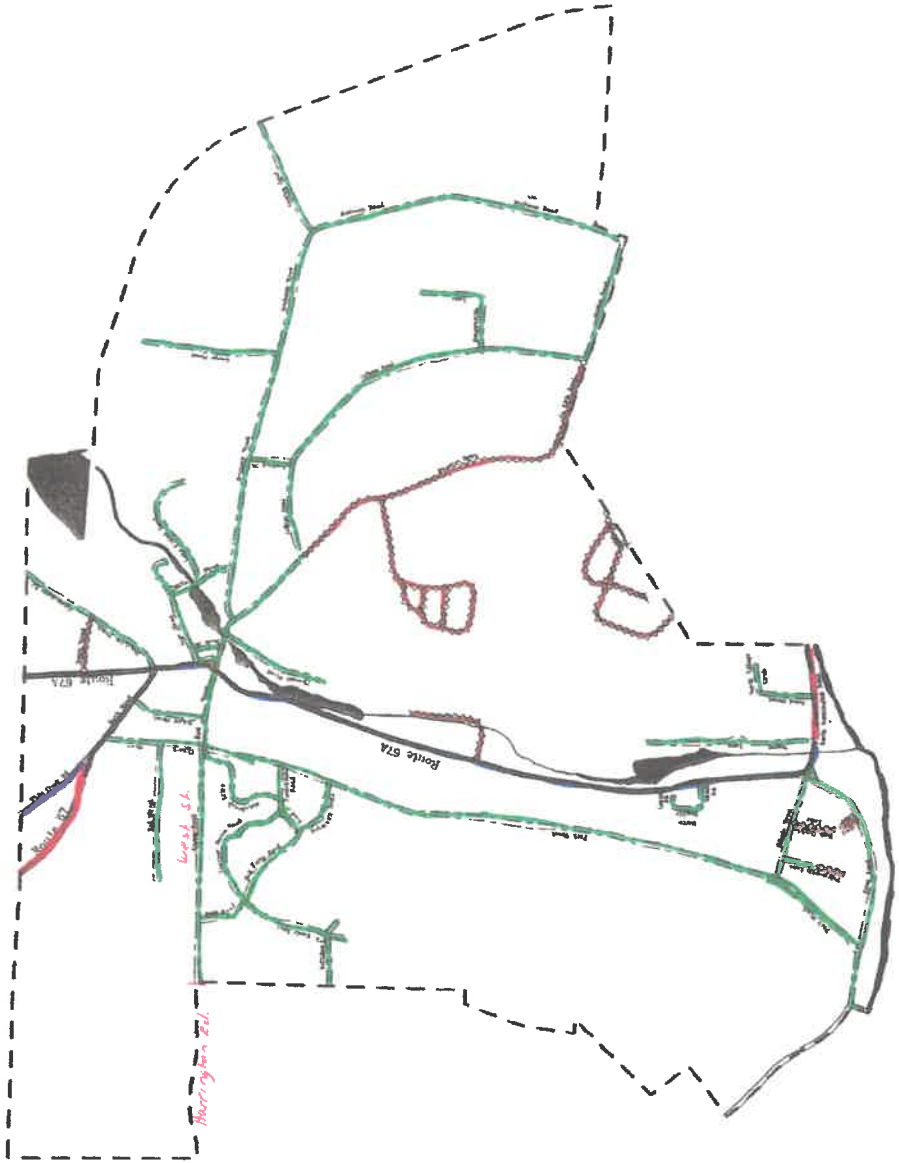
VERMONT GEOGRAPHIC INFORMATION SYSTEM
HELPING VERMONTERS YOU MAKE CHOICES



BCRC
G.I.S.



MAP PRODUCED 7/25/99 BY BCRC



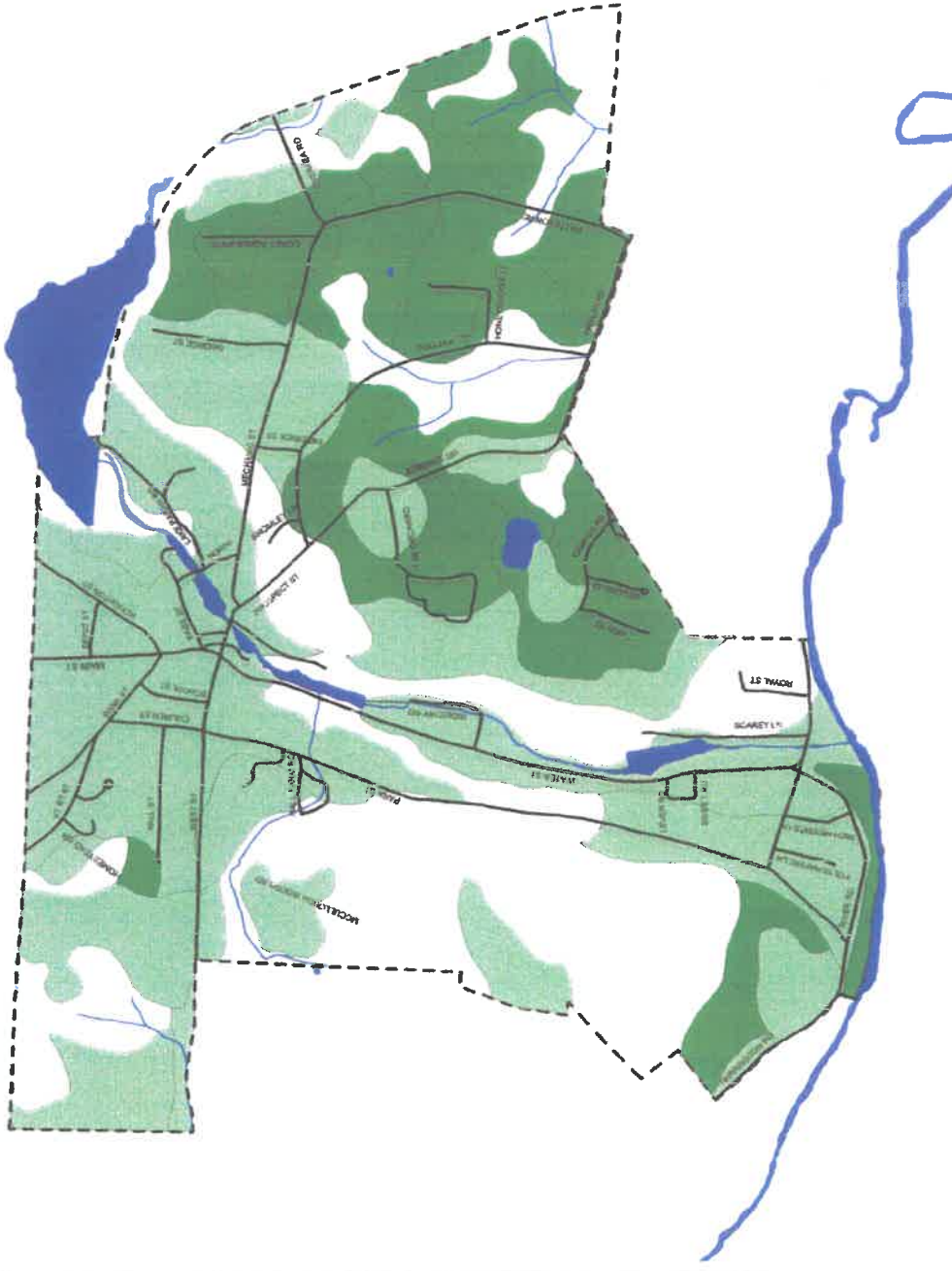
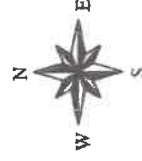
North Bennington, VT Agricultural Soils

-  Roads
-  Rivers and Streams
-  Ponds
-  Agricultural Soils
-  Prime
-  Statewide Significant

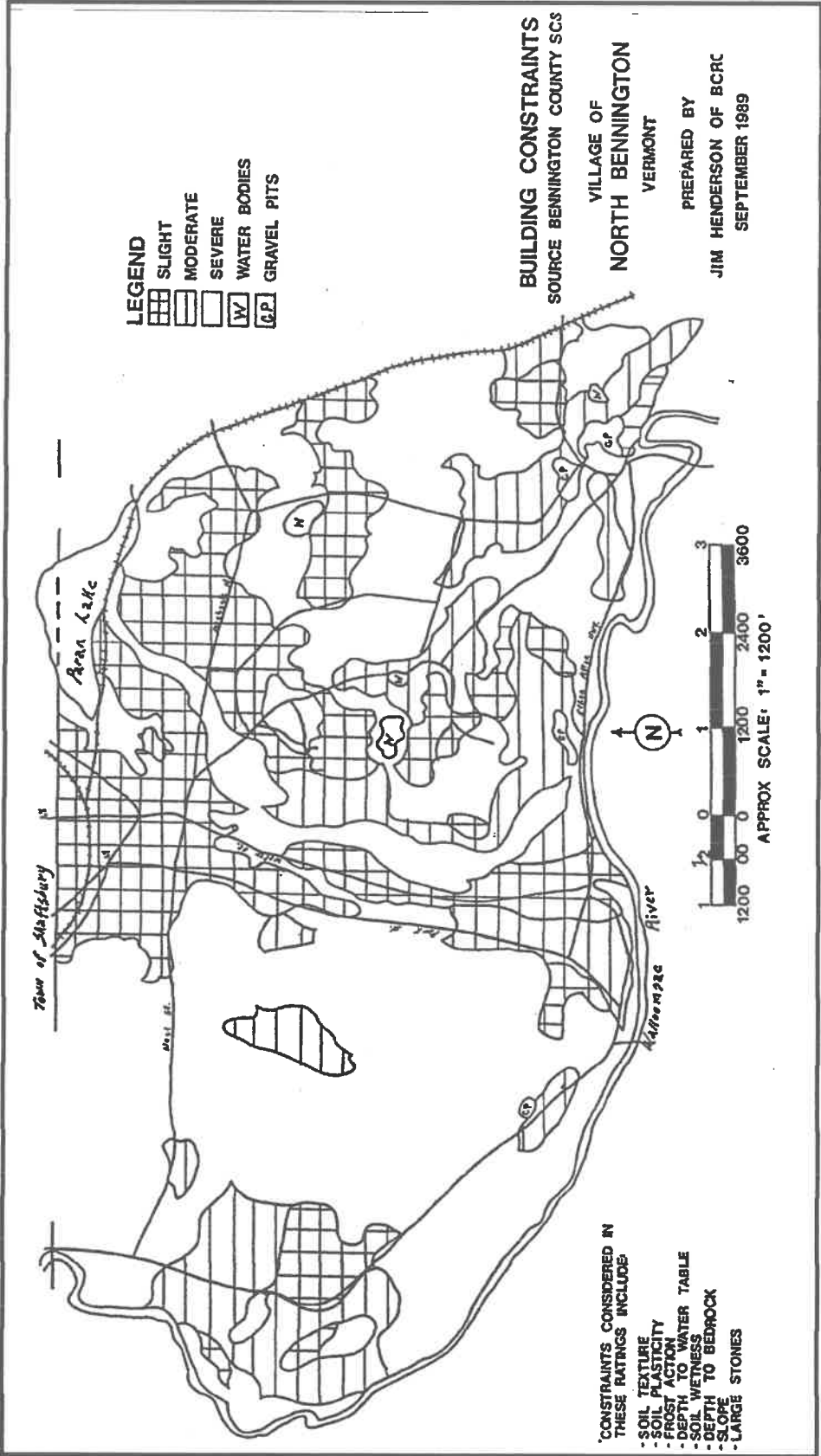
Roads: 1:5,000 orthophotos and GPS, Vermont
Enhance 811, June 2001.

Surface Waters: 1:5,000 orthophotos, BCRC,
1994.






Agricultural Soils: Derived from the Soil Survey of
Bennington County, USDA-NRCS, BCRC, 1986.



This map was prepared Sept. 11, 2001 by BCRC.
It is intended for general reference and planning
purposes only.



LEGEND

-  SLIGHT
-  MODERATE
-  SEVERE
-  WATER BODIES
-  GRAVEL PITS

BUILDING CONSTRAINTS
SOURCE BENNINGTON COUNTY SCS

VILLAGE OF
NORTH BENNINGTON
VERMONT

PREPARED BY
JIM HENDERSON OF BCRC
SEPTEMBER 1989

CONSTRAINTS CONSIDERED IN THESE RATINGS INCLUDE:

- SOIL TEXTURE
- SOIL PLASTICITY
- FROST ACTION
- DEPTH TO WATER TABLE
- SOIL WETNESS
- DEPTH TO BEDROCK
- SLOPE
- LARGE STONES



North Bennington graded school district was established by a special act of the legislature in November, 1870, and comprised Districts Ten and Twelve in the town of Bennington.

The present school building was erected in 1870 at a cost of about \$12,000 on School Street, which was newly opened for the purpose by the Hon. T. W. Park, who donated the lot for the building, dug the cellar and built the foundation. The grounds were graded and the trees set out by the Hon. C. G. Lincoln and the original fence was built by the Hon. Hiland Hall. These gifts made it possible for the district to build the school buildings at the low price of \$12,000.

In 1878 the Shaftsbury district was annexed to the North Bennington graded school district. The building, which was considered of ample size when constructed, was then found to be too small to accommodate all the pupils. It was found necessary to increase its capacity by finishing off the basement into two rooms. This gave the needed room but not the best of sanitation. In 1898 an additional two rooms were added to the original building and a steam-heating system installed throughout the entire building. In 1930 it became necessary to again increase the class room facilities and over \$50,000 was expended for construction and improvements. In 1936 the Nash building was purchased and equipped for the Agricultural Department. In 1996 it cost almost \$1,000,000 to renovate and bring our school building into the twenty-first century



North Bennington Graded and High School